

The Hongkong Telegraph

(ESTABLISHED 1881.)

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November 11, 1914. Temperature 6 a.m. 70. 2 p.m. 73.
Humidity " 72. " 62.

November 11, 1913. Temperature 6 a.m. 74. 2 p.m. 81.
Humidity " 88. " 62.

WEATHER FORECAST
FINE.
Barometer 30.04

2957 號四十二月九年寅甲

WEDNESDAY, NOVEMBER 11, 1914.

三拜禮 號一十月一拾英曆舊

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TO-DAY'S WAR TELEGRAMS.

EMDEN STRANDED.

DETAILS OF H.M.A.S. SYDNEY'S GALLANT EXPLOIT.

Koenigsberg Bottled-up

[From Our Own Correspondent.]

End of the Emden's Career.

Nov. 10, 8.10 p.m.
Yesterday morning the Emden appeared near the Cocos Islands as a four-funnelled ship—one funnel being of canvas. Some of her crew having landed, captured and destroyed instruments connected with the wireless installation. Later H.M.A.S. Sydney appeared and an engagement took place between the two vessels in which the Emden lost two funnels and a mast, and caught fire astern. Our correspondent adds that the Sydney was scarcely touched, and that her casualties were only 3 killed and 15 wounded. The Emden's first shot carried away one of the Sydney's range-finders.

The Emden "A Shambles."

The Emden ran ashore on Keeling Island and was burnt out. The captain of the Sydney describes her as "a shambles". He could only see thirty men, out of a complement of three hundred aboard. The Emden had consumed nearly a two months' supply of stores.

[Reuter's Service to "The Telegraph"]

The Emden—Official Confirmation.

Oct. 10, 3.10 p.m.
Reuter states that it is officially announced that the Emden was driven ashore and burnt in a sharp action off Keeling Island yesterday. The cruiser Sydney forced her to fight. The Emden's loss was considerable. Our losses were three killed and fifteen wounded.

The Emden arrived off Keeling Island and landed an armed force with the object of cutting off cable communication, but H.M.A.S. Sydney arrived on the scene.

Mr. Churchill's Congratulations.

Mr. Winston Churchill has telegraphed to H. M. A. S. Sydney, and to the Commonwealth Navy Dept. his warmest congratulations on the brilliant entry of the Australian Navy into the war and the signal service rendered to the allied cause.

EMDEN'S VICTIMS.

Full List of Her Achievements.

Now that the Emden has ended her career of adventure, it is of interest to recall her achievements since the war broke out. The vessels sunk by her are as follow:—

Merchant Ships.

Traddock, 4,028 tons, owners Kyle Transport Co., built in 1910 at Dumbarton.
Inlva, 3,413 tons, owners James Dourie Limited (London), built in 1904 at Glasgow.
Lavat, 6,102 tons, owners J. Warrack and Co., (Leith), built at Glasgow in 1911.
Killin, 3,544 tons, owners Connell Bros. (Glasgow), built at Glasgow.
Diplomat, 7,915 tons, owners Charente Steamship Company, managed by Harrison's, (Liverpool), built in Glasgow in 1912.
Kabingo, 4,650 tons, owners Ellerman and Bucknall, Limited, built at Newcastle in 1907.
Olan Matheson, 4,775 tons, owners Messrs. Cayzer, Irvine and Co., built at Hartlepool.
Tymerie, 3,314 tons, owners Messrs. A. Weir and Co., of London, built at Glasgow.
King Lud, 3,650 tons, owners Messrs. Phillips and Co., of London, built at Sunderland.
Ribera, 8,500 tons, owners Messrs. F. Bolton and Co., of London, built at Sunderland.
Foyle, 4,147 tons, owners Messrs. Mercantile S.S. Co., of London, built at Sunderland.
Bannock, 4,806 tons, owners Messrs. W. Thomson and Co., built at Greenock.

TO-DAY'S WAR TELEGRAMS.

Olan Grant, 3,948 tons, owners Messrs. Cayzer, Irvine and Co., Ltd., of Glasgow, built at Sunderland.
Trilas, 7,562 tons, owners Messrs. Holt, built in 1913.
In addition, the steamer Chilkana has been sunk, as well as a dredger.

Warships.

Russian cruiser Jemchug, sunk at Penang.
French destroyer Moasquet, sunk at Penang.

Koenigsberg Imprisoned.

Nov. 10, 2.55 p.m.
It is officially stated that the German cruiser Koenigsberg has been imprisoned in the Rufigi river, German East Africa, by the sinking of some colliers at the river-mouth.

H.M.S. Chatham Bombards the Koenigsberg.

Nov. 10, 3.40 p.m.
The British cruiser Chatham, which bottled up the Koenigsberg, bombarded the Koenigsberg and a portion of her crew who were entrenched on the river bank; but owing to the dense palm-groves it was impossible to estimate the damage.

Earl Kitchener and Japan.

Nov. 10, 6.40 a.m.
Earl Kitchener has telegraphed to the Japanese War-Minister his warmest congratulations on the fall of Tsingtau, adding that the British Army is proud to be associated with its gallant Japanese comrades in this enterprise.

Indian and Pacific Oceans Nearly Free.
With the exception of the German cruisers participating in the Chile engagement the Indian and Pacific Oceans are now free of German cruisers.

Fog Interferes with Operations in France.

Nov. 10, 1.55 a.m.
A Paris communique issued in the evening says that there has been no notable modification in the situation, in consequence of difficulties caused by a dense fog in operations of some magnitude. In the north, the day has been good. We maintained our positions between the river Lys and Langemark, and made appreciable progress between Langemark and Dixmude.

More Russian Successes.

Nov. 9, 11 p.m.
A communique from Petrograd states that the battle continues in East Prussia. The Russians have occupied Soldau. The enemy beyond the Vistula are still retreating, while south of Przemyel, the Russians have captured another thousand prisoners.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

Mr. Winston Churchill.

Mr. Churchill said that eighty miles away the world's greatest battle was raging and there they sat in the old hall as usual. That was due to the Navy (loud cheers). The Navy was naturally impatient to strike a direct blow, but it must be patient. Its time would come. The conditions were curious and novel. We were making all the seas secure and transporting our forces, thus offering a target incomparably greater than the enemy. Mr. Churchill emphasised the fact that the economic pressure of a naval blockade would ultimately spell Germany's doom. Despite its losses, he said, the British Navy is stronger to-day than at the outbreak of the war and particularly so in its most important branches.

Mr. Balfour and "Our Allies."

Mr. Balfour proposed the toast of "Our Allies." Japan, he said, had given them a good omen through the Allies taking Tsingtau from those who flouted them. Mr. Balfour expressed boundless admiration of the triumphal progress and remorseless speed of Russia. Never in those days should it be forgotten that England and France were fighting side by side against the common enemy of civilisation (Great cheering). He also praised the wonderful courage of Serbia and Belgium.

A "Great Speech."

Nov. 10, 12.40 a.m.
Mr. Asquith made a great speech at the Guildhall. He emphasised the point that we must not sheathe the sword till Belgium had recovered more than she had sacrificed, till France was adequately secured against menace, till the military domination of Prussia was finally destroyed. This great task, he said, was worthy of a great nation and needed for its accomplishment that every man should give what he had and should do what he could.

Mr. Asquith on the Situation.

Later.
Mr. Asquith, replying for His Majesty's Ministers at the Guildhall banquet, received an ovation. He said: "Never has any government in our history more needed the whole-hearted confidence and unselfish co-operation of the community without distinction of party or class. Never has that confidence been more ungrudgingly expressed or that co-operation been more generously offered."

TO-DAY'S WAR TELEGRAMS.

This was the seventh year in succession that he had responded for His Majesty's Ministers at the Guildhall banquet. During that time not only his own country but the world outside had experienced many strange vicissitudes and it was not inappropriate to recall the European situation. It presented new features, startling and arresting, the significance of which it had been left to him to unfold. First, there was the formal annexation of Bosnia and Herzegovina. Advantage was then taken by Austria, with the connivance of another Power, to ride rough-shod over weaker nationalities and set aside the public law of Europe.

That was the first, though not the most important of the causes which led to the present war. The other change in the European situation was the sudden emergence in the Ottoman Empire of the Young Turk Party. They had brought about a bloodless revolution; they had deposed Sultan Abdul Hamid; they had established, we all believed, freedom and constitutional government in the Ottoman Empire. Never were hopes so sanguinely entertained, doomed to more bitter or more complete disappointment, and after six years, we are reluctantly compelled to admit that the Young Turk has reproduced vices without either the vigour or versatility of the old regime.

When the war began we made it clear, in conjunction with our Allies, to the Turkish Government that, if they remained neutral, their Empire should not suffer in integrity or authority. The Turkish statesmen, vacillating in council from day to day, allowed their true interests to be undermined. By German threats, by German ships and by German gold they were tempted to one futile outrage after another.

Lawless bombardment of Russian open ports and an equally lawless incursion into Egyptian territory continued until the Allies, after observing unexampled patience in the face of veiled menaces and impudent equivocations, were compelled to yield to the logic of facts and recognise the Turk as an open enemy. It is not the Turkish people, it is the Ottoman Government, that has drawn the sword; and I do not hesitate to predict that that Government will perish by the sword. It is they and not we who have rung the death knell of the Ottoman dominions, not only in Europe but also in Asia.

With this disappearance of Turkey will disappear, as I hope and believe, a blight which, for generations past, has withered some of the fairest regions. We have no quarrel with the Mussulman subjects of the Sultan. Our Sovereign claims, among his most loyal subjects, millions of men of the Moslem faith. Nothing is further from our thoughts than to encourage a crusade against their creed or their holy places. We are prepared to defend them, should the need arise, against all invaders and maintain them inviolate. But the Turkish Empire has committed suicide and has dug with its own hands its own grave.

Turning to financial and economic questions Mr. Asquith explained the measures taken by the Government to deal with the abnormal situation at the beginning of the war. He thought that the results were very satisfactory. Foreign exchanges were working in the case of most countries, quite satisfactorily. The gold reserves of the Bank of England, which were forty millions sterling on July 22, and which had fallen on August 7 to twenty-seven millions, now stand at the unprecedented figure of sixty-nine and a half millions (Cheers). The central gold reserve, after three months of war, amounts to eighty millions, almost exactly twice the amount at which it stood at the beginning of the crisis.

Mr. Asquith pointed out that the Bank Rate, after fluctuations, was now about level with the quotation at which it stood at this time last year. Food prices had been kept on a fairly normal level, and, though trade had been curtailed in some directions, unemployment had been rather below than above the average. In this connection, Mr. Asquith paid a tribute to the co-operation of the City financiers in relieving the situation. He announced that His Majesty the King, in recognition of this service, had conferred a Peerage upon Mr. Walter Cunliffe, Governor of the Bank of England.

Mr. Asquith told his hearers that they should not be moved unduly by the conflicting fortunes of the campaign, which was going to be a long struggle. "There is certainly nothing in the warfare of these hundred days to damp our hope, depress our confidence or impair our resolve. Our enemies have tried in turn three separate objectives, namely, Paris, Warsaw and Calais, from each of which in turn they have retired hauled, frustrated by the invincible steadfastness of the Allies. But this is not enough. We shall not sheathe the sword, which we have not lightly drawn, until Belgium recovers, in full measure, more than all that she has sacrificed (Cheers); until France is adequately secured against the menace of aggression; until the rights of the smaller nationalities of Europe are placed on an unassailable foundation; until the military domination of Prussia is fully and finally destroyed (Prolonged Cheers). That is a great task, worthy of a great nation. It means, for its accomplishment, that every man among us—old or young, rich or poor, busy or leisured, learned or simple—should give what he has and do what he can." (Prolonged Cheers).

Recruiting Boom Follows Lord Mayor's Day.

London, Nov. 10, 6.40 a.m.

The War Office has been reproached with failure to stimulate recruiting by means of parades, but the appearance of the Colonial troops in the Lord Mayor's Show has had an immediate effect. A fresh boom in recruiting started yesterday. Another deterrent to recruiting has been removed by the announcement of substantial increases in the allowances to the widows and children of soldiers and sailors killed in the war or dying within seven years. The minimum for a family of five is one pound per week.

French Official Telegram.

The following telegram has been received by the Consul-General for France, from the French Government, via Peking, dated November 10th, 10.50 a.m.:—

On November 8th the German offensive in the region from Ypres to Dixmude was repulsed everywhere. The Allies advanced between Dixmude and Lys, north-east of Stassone and east of Vailly. In Woivre we re-captured trenches in the forest of Apremont. A German attack against the heights of the Pass of St. Marie resulted in a marked defeat of the enemy.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The German cruiser Koenigsberg has been imprisoned in the Rufigi River, German East Africa, by the sinking of colliers at the mouth of the river.

With the exception of the cruisers participating in the Chile engagement, the Indian and Pacific Oceans are now free of German warships.

Mr. Churchill has telegraphed to the Commonwealth warmest congratulations on the Sydney's achievement in accounting for the Emden.

The operations in France are being rendered difficult by dense fog.

The Emden was caught in the Cocos Islands by the cruiser Sydney, and following an engagement she caught fire and went ashore.

The captain of the Sydney describes the Emden as "a shambles"; he saw only 30 out of a complement of 300 on board.

The Russians have occupied Soldau in East Prussia, and the enemy beyond the Vistula is still retreating.

South of Przemyel the Russians have captured another thousand prisoners.

Mr. Asquith's great speech at the Guildhall banquet is given to-day.

The Lord Mayor's Show has had the effect of creating a fresh boom in recruiting.

NEWS.

The Emden's exploits at Penang are described in this issue.

Further notes on the crisis appear on page 4.

Interesting war items are given to-day.

General news and an article on the enemy's trade appear on page 3.

The second performance of "The Blue Bird" last night was a great success.

"Our Contemporaries" appears on page 2, commercial news on page 9 and log book on page 6.

DON'T FORGET.

TO-DAY.

Bijon Theatre—8.15 p.m.

Victoria Theatre—3.15 p.m.

TO-MORROW.

Bijon Theatre—8.15 p.m.

Victoria Theatre—3.15 p.m.

Sale of Household Property—

G.P. Lammer's Sales Rooms—

3 p.m.

Friday, November 13.

Lecture on "High and Low

Temperatures" City Hall—5.15

p.m.

Saturday, November 14.

Hongkong A.D.C. at Theatre

Royal, "Blue Bird."

Boy Scouts' Concert in Aid of

the Prince of Wales Fund.

Saturday, November 21.

H.K. Jockey Club, Extraordinary

General Meeting.

Mark Twain's Old Partner Dead.
Greenville, September 29.—Mr. Calvin H. Higbie, intimate friend of Mark Twain in Virginia City, Nev., during the early sixties, died to-day following an attack of pneumonia. He had lived here twenty years, following his profession of civil engineer. "Roughing It," one of Twain's greatest successes, was dedicated to Mr. Calvin H. Higbie, and a great part of the work is an account of the experiences of Higbie and Clemens while "partners" in the liveliest days of one of the world's greatest mining camps.

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Hongkong, June 11th, 1913.

Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 39 Coleman Street, 1st floor.

Hongkong, 29th Jan., 1912.

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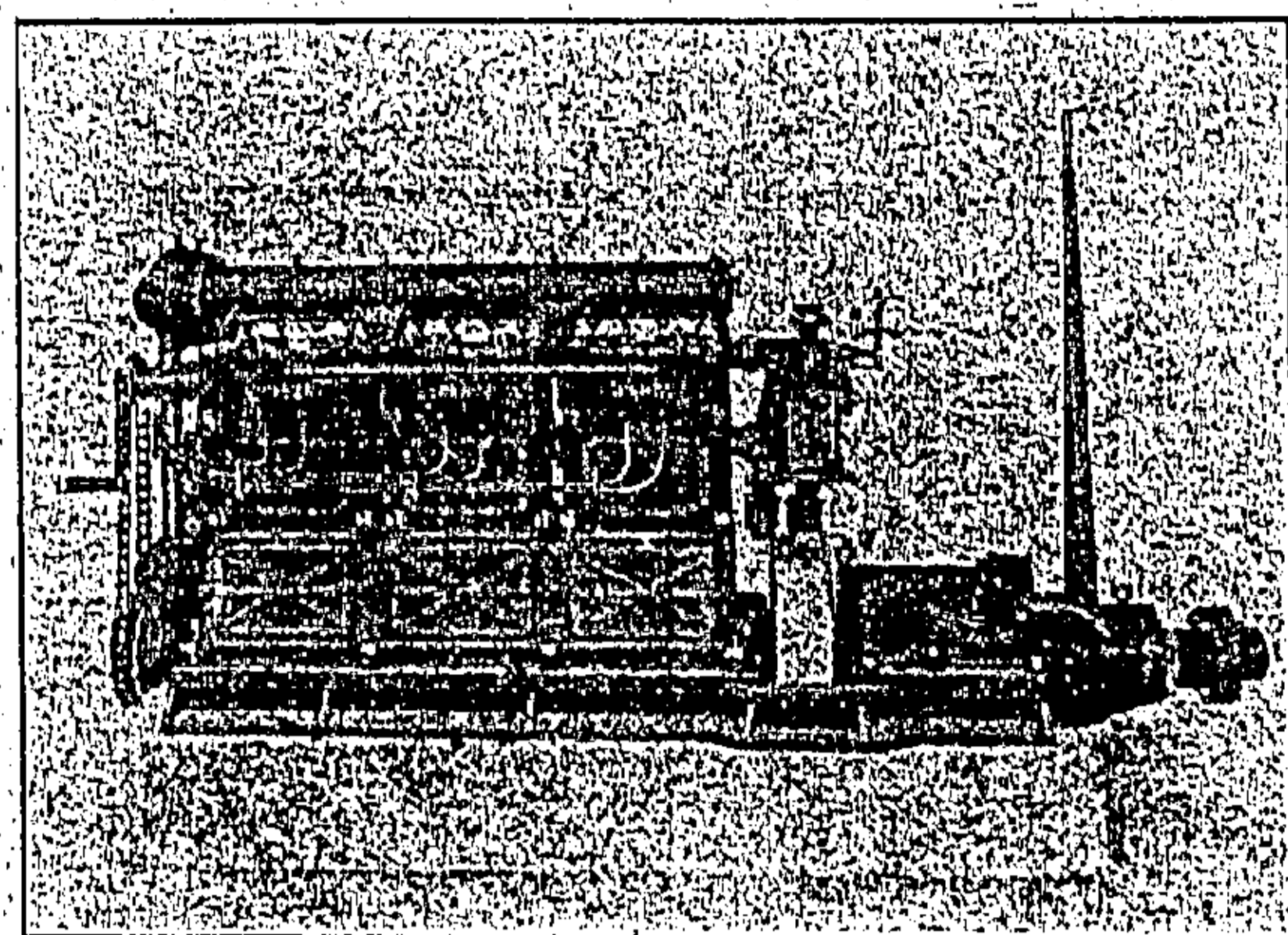
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CONTEMPORARIES.

South China Morning Post.

War and Disease.

The news from Europe mentions the first deaths on break of disease in connection with the war. An official telegram from the Russian capital published on Monday states that the Austrians, in their retreat from Galicia, are leaving many cholera victims. The report, if true, cannot be taken too lightly as it is an established fact that disease, once it breaks out among troops in such a form, is actually more destructive of human life than bullets. The Russians have particular cause, too, to be extremely careful of cholera as they are the invading army and must traverse territories which are polluted with the disease. The report from the Austrian front is not surprising as cholera raged in the Balkans during the war there and so recent is that event that the germs of the dreaded scourge may not have been eliminated. Vaccination among the Slav peoples is not so complete as among the Germans, the British or the French and even smallpox is not impossible.

Daily Press.

British Trade Returns.

It can readily be understood that while the whole of the British Navy is actively employed in patrolling the seas the demand for Welsh coal must be much greater than in normal times. From the replies returned to the Board of Trade enquiries in September the general conclusion was that though there was at the moment a contraction of employment as a result of the war, this contraction had been met to a very marked extent by reduction of hours instead of by reduction of staff; 93 per cent. of the workpeople engaged in production were still wholly or partially employed. Moreover, the returns showed that of the contraction of 7 per cent. in the numbers employed at least two-thirds represent men who have left for military or naval service and who were, therefore, not unemployed. Thus the percentage of workpeople wholly unemployed (including women) had only increased by a little more than two. It cannot be supposed that since these investigations were made conditions have greatly changed. Certainly they have not changed for the worse, all the indications, in fact, point to improvement, and as soon as the few enemy ships which are roving about the ocean highways are captured or destroyed, increased shipping facilities should help the trade of Great Britain considerably. Never has the world had a better object lesson in the advantages of sea supremacy.

China Mail.

The German Naval Menace
 and How it Was Met.

For the two years, 1909-10 Germany actually launched a greater warship tonnage than Great Britain, so that here again there is found proof for the necessity of our augmented activity since then. During the past five years Britain has launched 755,820 tons, against 517,409 tons by Germany; but it should be noted that the latter figure does not include submarines, there being no official data available as to these. Approximately our total naval expenditure is double that of Germany, the basis of comparison being the same; the number of men borne is 90 per cent. greater. Last year the expenditure on new construction was 57 per cent. greater. The tonnage of British warships launched was 36 per cent. greater than that of German ships. This disparity between the percentages of cost and tonnage launched of new construction of the two nations is due partly to the greater size and superiority of the British units, and in part to the fluctuations owing to the state of progress of the various vessels in the builders' yards, and the exclusion of German submarines, this type of craft being much more costly per ton displacement. In view of the relative extent of our coast line, and of the interests involved overseas, the excess of expenditure is none too large.

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GENERAL NEWS.

Loyal Maoris.
The Urewera tribe of Maoris, who have offered 1,000 acres of land to the Empire Defence Fund, are the mountaineers of New Zealand, and it was in their territory that the last great fight took place. On July 20, 1868, they swept down on a British force of eighty-eight men under Captain Westrup. Their victory was complete, for with the loss of only two killed, they put his force to flight, and captured all his stores, guns, and ammunition. After desultory fighting for two years the authorities decided that the warfare was best fitted for the loyalist Maoris, and it was by men of their own race that the Ureweras were finally subjugated. Te Kooti, the leader of the rebellion, was subsequently given a yearly income and a grant of land at Kihikihi. There he died not long ago, full of years and experience, a very loyal British subject.—*Pall Mall.*

Earl Kitchener and Edinburgh University.
Earl Kitchener, Secretary of State for War, has accepted the honor of Edinburgh University in order to make his position as a member of the Cabinet legal. English laws require that a Cabinet officer be a member of Parliament, but in a few instances some of the faculty of certain educational institutions also may hold Cabinet appointments. As Earl Kitchener was appointed to his Cabinet position from the army, it was necessary that he either engage in a political contest for a seat in Parliament or be appointed to one of the positions from which his Cabinet appointment would be legal. In order to avoid any political division and to expedite the matter the latter course was chosen.

Extracting Bullets by Magnet.
The system of extracting German bullets by electric magnets is being tried with success at Lyons, says the *Times*. An electro-magnet has been installed in one of the military hospitals, and has permitted the extraction of a bullet embedded four and a half inches in the flesh of a patient. This would have proved a difficult operation by other processes.

Earl Roberts's Birthday.
Sept. 30.—Congratulations from all parts of the country were showered upon Earl Roberts at Englemere, Ascot, to-day, on his entering upon his eighty-third year. The King and Queen were very early in expressing their good wishes for the veteran Field-Marshal, and other messages came from prominent men in military, naval, and civil services. Earl Roberts is spending the day at home with his family.

C. P. R. Employs Extra Men.
Montreal, September 28.—The Canadian Pacific Railroad announced here to-day that the operating departments of its eastern and western lines would employ 6,000 extra men within the next two months. The object of employing such a number of labourers at this time, the company states, was to relieve distress brought about by the war in Europe.

Dr. Aldis Wright's Will.
Dr. William Aldis Wright, LL.D., of Beccles, Suffolk, Vice-Master of Trinity College, Cambridge, who left estate of the gross value of £75,000, bequeathed—To Trinity College, Cambridge, such of his books and MSS. as they may select within six months of his decease, and £5,000 for the maintenance and improvement of the Library of the College. £5,000 to the Chancellor, Masters, and scholars of the University of Cambridge for the Library of the University.

Afghanistan Trade.
Karachi, October 6.—Major Webb Ware in his comments on Afghanistan trade via the Nushki route, states that the Nushki trade with Herat shows encouraging signs of vigour. It is to be noted that Indian as well as English goods of high class are favoured, not only by the traders of Western Afghanistan but also by the merchants of upper Khoresan and that it is an error to suppose, because the Russian market is in a position to supply certain classes of goods very much cheaper than can be done from our side, that the same applies in the case of every type of goods.

NOTICE

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THE ENEMY'S TRADE.

Opportunities for British Manufacturers.

Too much talk invariably leads to little action, and it would be well to remember this, while we are discussing ways and means of capturing German trade. The Press has been inundated with countless suggestions of how to do it, and if but one-tenth of those that are practical had been immediately acted upon, there would have been grounds for satisfaction. As it is, with the exception of a few isolated cases, little or nothing has yet been achieved. Human nature's first impulse is always to follow the line of least resistance, which is more often than not utterly futile, and not till this facility is completely exposed is it ever abandoned for the more arduous but more practical course.

Many people seem to be under the impression that if they only exercise German patents or operate their trademarks a large proportion of the enemy's trade will be permanently secured to them. Nothing could be more fallacious or calculated to do more harm to British interests than this mistaken attitude. It is understood that the policy which the Board of Trade mean to adopt is that the patents and trademarks should revert to the enemy at the end of the war. Let us clearly understand what the result of this would be. It would mean that the British manufacturer would be maintaining the goodwill of the alien's business during the temporary suspension of his patents and trademarks, to be handed over to him when hostilities had ceased—in other words, holding an umbrella over him until the storm is past.

It is for this reason that the British Milk Products Company (Limited), whose registered offices are at 60, Mark Lane, E.C., has been formed, to put upon the market a product called "Sanaphos," which is intended to replace Sanatogen. The Sanatogen trademarks and patent are the sole property of Johannes A. Friham von Wulff, of 231, Friedrichstrasse, Berlin. There are no British interests of any kind involved in the production of Sanatogen and all the profits of that product go into the pockets of an alien enemy. This is, therefore, clearly an instance in which the British public will welcome the opportunity of assisting in capturing the enemy's trade. For the reasons we have stated the owners of "Sanaphos" do not propose to apply for a licence to work the Sanatogen patent, nor to secure its trademark, accordingly, "Sanaphos" is prepared by a process which does not infringe the German patent, but at the same time preserves all the remedial qualities of Sanatogen with the addition of other valuable characteristics. The basis of the preparation is English milk, while all the ingredients are prepared by English manufacturers, and under the direct personal supervision of a well-known English consulting chemist. No extravagant prices are charged for "Sanaphos."

FOR THE LADIES.

MADAME D. C. CASULLI, a Parisian Dressmaker and Certificated Pupil of the "INDUSTRIAL SCHOOL" of Paris, once a Principal and a "Modelist" in the Firms of OLIVAN-BREVET, DOUILLLET, and BEER of Paris—a Special Firm for purchases in Paris.

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Sole Agent for Hongkong, Kowloon, Macao and Canton. All Goods coming from that Firm are to be sold at the same Rate as in Paris. The latest Catalogue will be placed at the disposal of the Ladies, if required.
Madame D. C. CASULLI, Peak Hotel, Rooms Nos. 91 and 92, Hongkong, 5th November, 1914.

PENANG VOLUNTEERS.

It is really hard to understand some of the tomfoolery that gets official toleration, says the *Strait Times*. Here is a statement on unquestionable authority from Penang:—

"The Penang Volunteers have not received a single cent of pay since they were mobilised, and in consequence those men who are unemployed are absolutely without a bean and therefore unable to purchase the commonest necessities to keep them going. We do not of course attribute this delay to his Excellency the Governor or the G.O.C., as orders were issued by the latter officer some considerable time ago, to pay according to scale, but from information at our disposal it seems that various departments are quibbling over minor matters, in the meantime the rank and file have to suffer."

If we happened to be the head of a department where this sort of thing was happening, there would be about five minutes discussion, the quibblers would be "fired," business-like common sense would get a chance, and the men would get the pay to which they were entitled.

It will be sold at a figure which will bring it within the reach of all classes, and leave the British Milk Products Company merely a reasonable profit. The chairman of the company is Sir William Taylor, K.O.B., the late Surgeon-General of the Forces; and it is, indeed, gratifying to note that the first step taken by this new enterprise was to offer free large supplies of its preparation to the Admiralty and War Office for the use of the hospitals, and also to the Red Cross Society, while a first consignment of the remedy has already been despatched to the Belgian Relief Fund for the benefit of sufferers in Belgium.

The British Milk Products Company has set an example of how to seize a temporary advantage, and turn it to good and lasting account. The important point for British manufacturers to remember is that in gaining a temporary pecuniary advantage they should not allow themselves to be utilised for the future benefit of the alien enemy. Opportunities now present themselves which will never again pass our way, and a carefully

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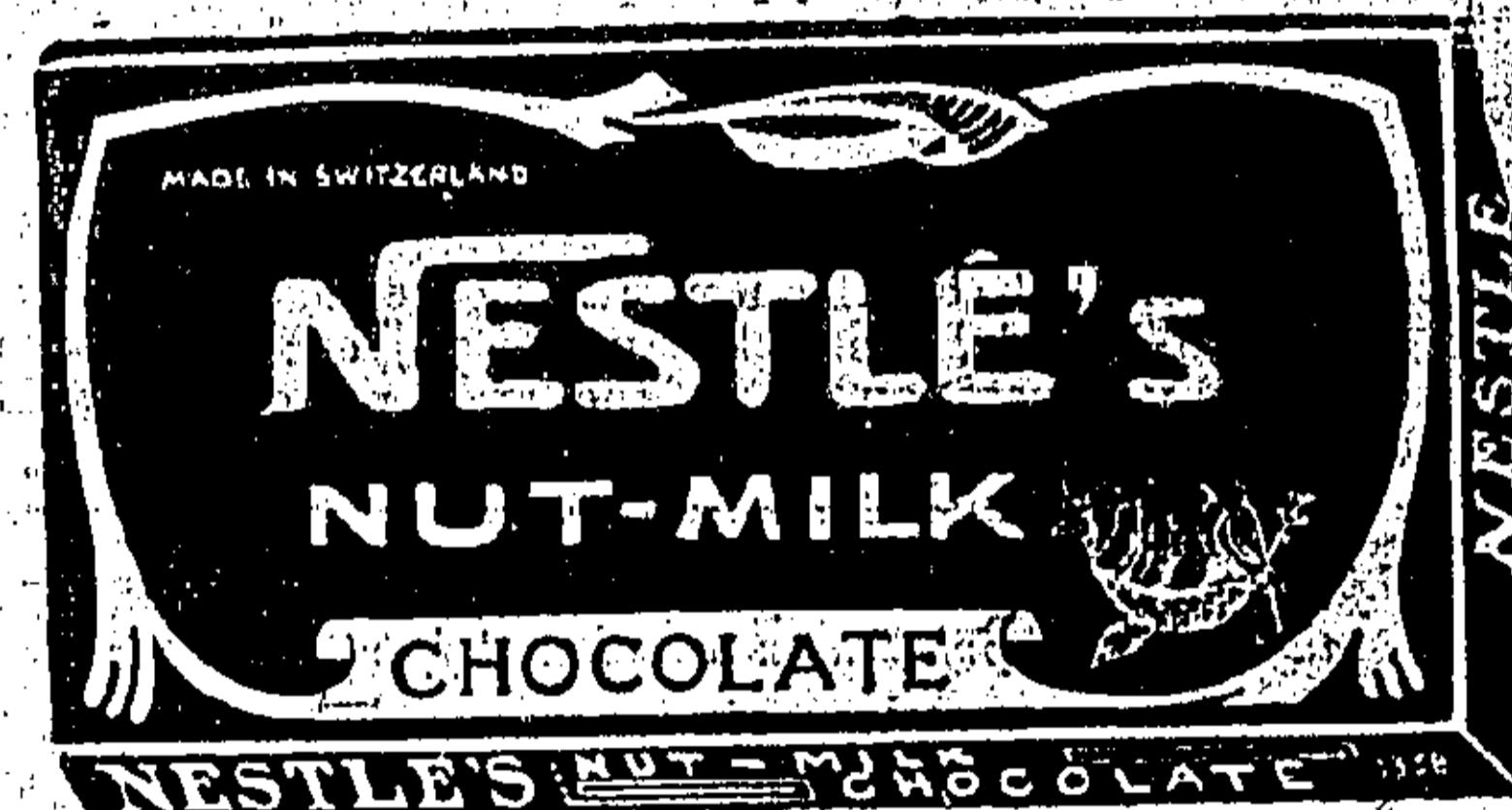
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THE BLUEBIRD IS COMING.

considered policy is necessary if we would reap the rich harvest that awaits us. A rich harvest has been gathered by the German proprietors of Sanatogen in this country, but the British preparation, "Sanaphos," which is entirely its equal in every respect, is now intended to replace it, and we can confidently assume that the British Milk Products Company, as the originators of the first and most successful step in competition, will reap the reward of having been the pioneers of a movement fraught with such great possibilities for British enterprise.—*Pall Mall.*

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By Order,

"HONGKONG TELEGRAPH."

MARRIAGE.

LYON-MOW FUNG CHUNG.—At All Saints Church, Tientsin, on the 15th Oct. 1914, by the Rev. J.H. Sedgewick, Bayard, eldest son of Judge Jay F. Lyon, Elkhorn, Wisconsin U.S.A., to Elsie Maud, second youngest daughter of the late Mr. Mow Fung Chung of Hongkong and Australia.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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The Hongkong Telegraph.

HONGKONG, WEDNESDAY, NOVEMBER 11, 1914.

A SCHEMER EXPOSED.

The notorious individual Sun Yat-sen is coming by his own these days. Of late the President of the Chinese Republic has not been sparing in denouncing him as a traitor to his country, and now we find him openly dubbed in a Presidential Mandate as "rebel Sun Wen." He is accused of stirring up strife and down the land at a time when the situation is one of extreme delicacy, in consequence of the European war, and there appear to be good grounds, in the incidents cited, to support the President in making the charge. We are not at the moment concerned with this aspect of the Mandate, however; rather would we emphasise the observations of Yuan Shih-kai on the causes which led him (Yuan) to take up the post of President of the Republic.

Hitherto partisans of Sun Yat-sen have often made a point of the so-called self-sacrifice of their leader in giving up the post of Provisional President to make way for Yuan Shih-kai. But what does the latter say on this point? He avers that the Provisional Government was established by Sun Yat-sen with the support of a score of persons of his private party, and that while in office he demonstrated his complete incapacity for the work. To use the President's own words, "besides being unable to administer the government of the country, he lacked the capability of governing the Army. He even misinterpreted the Republic form of government. He violated the established law and the principles of social relation, on the plea of equality." That is a strong indictment, to be sure; and it leads up to the reason why, in President Yuan's opinion, Sun Yat-sen gave up office. This reason is that Sun became aware that he had lost the confidence of the people, and realising that his downfall was imminent he sought to give up office and thus conceal his shortcomings. Then it was that Yuan Shih-kai, to use his own phrase, "could not help assuming the responsible and difficult duties."

This statement of the President's we believe to be a true representation of the facts of the case. Sun Yat-sen as an agitator has no equal—he knows all the tricks of the trade; and he is shrewd man enough to see when the tide is going against him. But of administrative ability he has not the least shadow of knowledge, nor ever will. That of itself is sufficient to unfit him for high office, apart altogether from the dangers of having an obvious schemer and opportunist at the head of a nation's affairs. Happily since President Yuan has been in office a sharp watch has been kept on the disturbances of the country's peace, and it is reassuring at this time to know that that policy is being steadfastly pursued.

A Cheeky Chinese.

Yesterday, we notice, Mr. Melbourne inflicted a smart fine on a Chinese tallyman from one of the Blue Funnel boats, who not only objected to having his cabin searched by a native revenue man, but who emphasised the fact by assaulting the native in question. We are very glad to see that this cheeky individual has been brought to book. The work of the officials is quite arduous enough as it is, where the searching of vessels for contraband is concerned, without unnecessary obstacles being placed in their way. The situation is not without its humorous side. Probably no Hongkong or Canton Chinese would ever have created this particular kind of trouble. More often than not the really cheeky Chinese is he who has been to England, America or Australia; and he, in a general way, thinks himself vastly superior to his own countrymen here! We should have thought that if a native revenue officer is good enough to be appointed to examine the effects and cabin of a Chinese gentleman from Canton, he is equally good enough for the same performance where a Hol's tallyman, who has been half an hour in Liverpool, is concerned. Secret Compartments.

Talking of Chinese law-breakers, an interesting case came before the Marine Court on Saturday, when a woman was fined \$50 for having in her junk "a secret compartment in which either goods or persons could be concealed." This conviction will probably lead to a more thorough overhauling of the "native craft" sailing in and out of Hongkong; for the existence of such compartments is far too useful to the criminal fleeing from justice, to the returning deportee or to the smugglers of opium and arms. The trick is an old one, and a hundred years ago (or less), was well known to the "Famishers"—as the Kent coast revenue officers were affectionately styled by the local snuff-runners and gin-smugglers. Many a channel and North Sea fishing boat contained such hiding-places; many even boasted a hollow bulk-head between cabin and hold, wherein bales of silk were closely packed.

Rough on the Officials.
But the revenue men had to walk warily in hunting for these secret places. For a trick commonly played on the more unpopular among them (for that matter, we never heard of a Famisher who was not unpopular) was to send him an anonymous letter, to the effect that the smack Bluebell or Mary Jane had a hollow bulkhead. Keen on a capture, a greenhorn officer would board the smack in question, accompanied by a couple of carpenters who would hack and bore and perhaps do several pounds' worth of damage to the boat, only to find that the bulkheads were sound and solid and innocent of concealment. But perhaps the Kentishmen's cleverest dodge was the oil-cake trick. A harmless-looking barge would arrive at (say) Whistable or Sandwich or Folkestone, loaded up with oil-cake brought from Holland. Of course there was no difficulty in getting the revenue people to pass such a harmless cargo, and it was years before they discovered that they had been rather badly "had," and that one oil-cake in every half dozen was made of compressed snuff.

VICTORIA THEATRE.

In spite of the counter-attraction offered by the "Blue Bird" performance at the Theatre Royal last night, a large number of people attended at the Victoria to witness the new war pictures; and these, to judge by the frequent and prolonged applause, fully appreciated the stirring scenes that were shown. Territorial and regular, English and French, Russians and Belgians, men and ships appeared and re-appeared, telling, in a fascinating manner, of the early stages of the outbreak of war. Two of the most popular sections of the long three-part film were the march past of the London Scottish and the Hongkong Boy Scouts at work.

DAY BY DAY.

THE SWEETEST MUSIC IS NOT IN ORATORIOS, BUT IN THE HUMAN VOICE WHEN IT SPEAKS FROM ITS INSTANT LIFE, TONES OF TENDERNESS, TRUTH, AND COURAGE.—Emerson.

The Weather.
Lower level 8 a.m. Temp. 70; fine.
At the Peak 8 a.m. Temp. 60; fine.

The Mails.
Canadian and English Mails.—Closed to-day at 1 p.m.
Siberian Mail.—Closes to-morrow at 3 p.m.

Count the Columns.
Yesterday the Telegraph published 38 columns of solid reading matter. To-day there will be 38 published.

The Dollar.
The rate of the dollar on demand to-day is 1s 8.9-10d.
Electric Fittings Stolen.
From an empty house in China Road, electric fittings to the value of \$31 have been stolen.

Property Sale.
To-morrow at 3 p.m. Mr. G. P. Lamert is selling at his sales room leasehold property situated on the Praya East.

Loss of Jewellery.
From the house of Mrs. Wilkinson, Bowen Road, jewellery to the value of \$437, including a pair of diamond bracelets, of the value of \$400, has been stolen.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—H. Skott \$100.

Colony's Health.
Last week there were notified two cases of diphtheria (non-fatal), two of enteric (one fatal) and one fatal occurrence of puerperal fever. All were Chinese save one of diphtheria, the sufferer in this instance being a Portuguese. There were no cases of plague.

"At Home."
To-day, being the anniversary of the birthday of King Victor Emmanuel III of Italy, who was born in 1869, Comm. Volpicelli, Consul-General, held a reception at the Italian Consulate, this morning. Members of the Consular body and leading residents of the Colony paid calls.

Fell over Embankment.
A Chinese who apparently fell down a railway embankment was found yesterday injured at Hung Hom yesterday by Mr. C. D. Lambert, Loco. Supt. of the Kowloon-Canton Railway. He was taken to the hospital, where it was found that he was suffering from compound fracture of the left leg. His body was also badly bruised.

St. Vincent de Paul Fete.
The Council General of the Society of St. Vincent de Paul inform us that they wish to make over a certain proportion of the net proceeds of the Al Fresco Fete, which has been postponed till next Sunday, November 15, to the Prince of Wales' Fund. It is hoped that this fact will be a still further inducement to the people of Hongkong to patronise the fete. The tickets which were sold for the 5th instant will, of course, hold good for next Sunday's event.

THE OLD STORY.

"Carrying It for Somebody Else."

A Chinese raman woman was, at the Police Court this morning, charged with stealing a quantity of steel chain and a steel wire rope from the s.s. Atrane, and also with being in unlawful possession of a canvas awning, on November 7.

The goods were identified by Mr. J. R. Gulland, assistant manager of Holt's Wharf, who said the goods belonged to the Atrane, which was alongside the wharf for a day and a half, and which departed on Sunday.

The defendant told his Worship that she was only carrying the goods for someone else. She was a widow with a young child and had to take any job she could get. She was only to receive forty cents for carrying these goods.

The case was remanded for the production of a further police witness.

NOTES ON THE CRISIS.

THE FATE OF THE EMDEN.

Our Sea Supremacy Becoming More Absolute.

"Where is the Emden?" No longer is there need to ask the question. Within three days of the fall of Tsingtau she has been finally accounted for, and to-day the twisted and buckled remains of her hull lie piled up on one of the Cocos Islands. The bare fact that the wily commerce-destructor had ended her career was exclusively announced in the Telegraph last night. Then we were without any details of the circumstances under which she had gone aground, but special telegrams to hand this morning show that she was nicely trapped while actually engaged in another of her exploits—an attempt to destroy the telegraph apparatus on the Cocos Islands. She had in point of fact succeeded in accounting for the wireless instruments there, but that was to be her last bit of work. Caught red-handed by the Australian cruiser Sydney, she was soon fighting for her life—and she lost it. Emboldened by her previous successes, she had gone a step too far; but this much must be conceded—she died fighting.

A Fine Record.

Now that the career of the Emden has come to a dramatic end, one's thoughts naturally fly back to her past exploits. She has certainly done fine work for her country—more than the rest of the German Navy put together. Of merchant vessels alone she has sunk no fewer than fifteen, in addition to which she has sent to the bottom one Russian and one French warship. That is a record which will take a lot of beating. In her work of accounting for the merchant ships she secured the admiration of everybody, even those who were most bit by her depredations. Britishers were no less grudging in their recognition of the commander's enterprise, skill and daring than the most ardent German. The only blot on the page was that represented by the manner in which the little spitfire is said to have gained entrance to Penang harbour. That was by disguising herself as the British cruiser Yarmouth—by the erection of a faked fourth funnel and the flying of the white ensign. That she was disguised is now made doubly clear from the fact that when caught at the Cocos Islands she still had her fourth funnel—a canvas one—up.

The Gallant Commander.

Apart from these somewhat despicable ruses, we can still find a warm corner in our hearts for the gallant commander of the now silent Emden, who, if among the saved, deserves all the honour that can be bestowed on him. No words of praise can be too high for the part which a unit of our Australian Fleet has played in bringing about the doom of the disturber of commerce. Australia may well be proud of the fact that to her has fallen the honour of putting the Emden out of action once and for all. By a happy coincidence the story of the Emden's fate is followed up by the news of the bottling-up of the Koenigsberg, another of Germany's rovers. With these two boats out of the way, there are only seven of the enemy's cruisers at large, and of these we know that five are in the vicinity of Valparaiso. Our supremacy at sea is thus every day becoming more absolute.

Austria Crumpling Up.

Space does not permit of much mention being made of the land operations, but a word may be penned regarding the continued humiliation of Austria by the Russians. Nothing in the present campaign has been more remarkable than the demoralisation of the Austrian forces. Every student of international politics was, of course, aware of the weakness inevitable to such a collection of nationalities and governments as make up the Dual Monarchy, but few expected that an army numbered in millions and so formidable on paper would crumple up so quickly. There are many reasons for this, but the spiritual element is assuredly one of the biggest factors.

THE EMDEN AT PENANG.

"HELL LET LOOSE."

Full Account of Her Venture.

The following account of the Emden's dramatic exploits, in Penang Harbour on October 28 is from the *Pinang Gazette*:—

The Emden, which, apparently, had been lying outside Penang on the night of Tuesday, October 27th, entered at about 5 o'clock on Wednesday morning, when the light was still faint and deceptive, and making for the men-of-war anchorage, took up a position. She was observed—of this there is no doubt—by the Russian cruiser Zhemtchug; but the German three-funnelled rover had rigged up a dummy, and passed for H.M.S. Yarmouth just long enough to enable her Commander to manoeuvre his ship into a position which rendered a sudden and effective attack on the Zhemtchug easy. Two Russian ships had hardly become aware of the Emden's identity when she was torpedoed, and almost at that moment the Emden opened a terrific broadside, at no greater range than about 300 yards. The decks of the Russian warship were swept by the fire of her guns, and shells were pumped into her. The Russian gunners had no opportunity of successfully defending the ship, but they replied gamely. It was futile, for it could be seen through the flames and smoke that the Zhemtchug within a few minutes had listed so badly that it was impossible for them to strike the Emden. Two other broadsides followed, and the noise of an explosion indicated only too plainly what had happened. It is believed that the Zhemtchug was torpedoed again. The shells had torn great rents in the doomed warship, which was also holed below the water line. When the huge cloud of black smoke had disappeared there was no sign of the Zhemtchug. From the opening cannonade, until the end, only a quarter of an hour elapsed. Rarely, if ever, has there been a naval engagement at shorter range; or has a calamity of this nature overtaken a warship with such incredible swiftness. Eighty or ninety of the crew of the Zhemtchug went down with the vessel. Of her complement of 355 men, the majority were rescued, but a large proportion were shockingly wounded. Several French torpedo-boats were in harbour, and were silent and powerless witnesses of the hell that had been let loose. They were lying close in, and like the sunken warship, had no steam up.

After dealing her deadly blow, the Emden moved slowly round and opened fire apparently in the direction of the oil tanks, none of which were hit. A transport with coal on board received one shell, which ploughed right through her not many feet above the water line, and wounded an officer badly. The Emden then steamed away by the north channel, the way she came, and saw the Merbau, a coasting steamer, now acting as a patrol. Evidently under the impression that he had to deal with a destroyer, the Emden's commander opened fire, and shells shrieked their way to their billet. Several missed, but the Merbau's funnel was struck and she was hit elsewhere. Discovering his blunder, the Commander ceased fire, and the Emden continued to Muka Head.

The French torpedo boat was not a good mark and she sustained a long cannonade from the Emden's guns. The torpedo-boat could do little in the way of an effective reply, and the unfortunate crew were trapped as surely as the poor fellows on the Zhemtchug. The Mousquet sank with many on board her, but the Emden stopped to receive those who were discovered above the waves. When the Emden encountered her victim the hour was about 7 o'clock, and the discharge of the shells could be heard from the town.

The First Intimation.

Penang had not awakened when the intimation of the Emden's arrival came. The astonished residents hastily dressed, and rushed off in the direction of the firing, which was patent to everybody. The roar of the guns was deafening, and almost ceaseless for nearly a quarter of an hour.

Russian Sailor's Version.

Describing what actually occurred, a Russian sailor who was on the deck of the Zhemtchug told how the warship, showing four funnels, came into view at about 5.30 and when challenged by the Zhemtchug, replied, "Yarmouth coming to anchor." The newcomer continued on her course, heading between the Russian cruiser and Penang, only about two hundred yards away from the Zhemtchug.

One of the guards on board the Russian, keeping a close watch on the incoming vessel, observed the foremost funnel shake, and he immediately gave the alarm by shouting "Emden!" A shot was almost at once fired by the Russian at the German ship, but it missed, and the Emden, now abreast of her opponent, fired four shells at the Russian, two of which hit. A torpedo from the Emden then struck the Zhemtchug a't, followed by another which exploded in the fore part of the Russian, causing the latter to heel over and practically rendering her guns useless. The Emden went on a short distance, keeping up a desultory fire, turned, firing a broadside while doing so, and when again abreast of the Zhemtchug, now on the Province side, fired another broadside, the replies by the Russian, in consequence of the heavy list, all passing over the German. Now in a sinking condition, with her decks covered with dead and wounded men, a terrific explosion, believed to be the magazine, practically shattered the cruiser. When the huge mass of flame and smoke cleared off, only the top of the Zhemtchug's mast was to be seen, while scores of men were swimming about in the water.

"No forget," said the sailor, with tears in his eyes, which his hand immediately covered, evidently an attempt to hide the terrible scenes, and experiences through which he had just passed. He believed the Zhemtchug fired in all about thirteen shots but he thought that none of them struck the Emden, in consequence of the list caused by the torpedoes.

The Death Roll.

It is understood that there were 255 souls on board, and of these 1 officer and 88 men lost their lives. The wounded number 3 officers and 120 men. Those who escaped unhurt numbered 10 officers, and 133 men. Three of the injured have since died in the General Hospital. A number of those taken to Hospital were found to be merely suffering from shock and have since joined their comrades, who escaped scathless.

Further Bodies Recovered.

Fifteen bodies of Russian sailors were recovered floating in the harbour on Friday, the 30th ult., and brought ashore for burial.

The Straying Shells.

Several of the shells found billeted elsewhere. One was found at the Golf Course, one in the Waterfall Gardens, one at Prai, and several at Bukit Mertajam. It is satisfactory to know that the only damage they did was to slightly injure two coolies at Bukit Mertajam.

It is stated that the Zhemtchug had a British naval officer on board.

An Eye-Witness's Story.

An eye-witness states:—"The Emden came in at 4.30, stopped five minutes outside the Penang Club, and then went into the Harbour; stopped four minutes in front of the Fort, broadside on, and then steamed past a Russian cruiser, went round her, and put two shots and a torpedo into her. The Russian managed to fire three shots which hit the Emden, but in five minutes after the first shot the Russian sank. The Emden steamed out, met the patrol coming in to tell us it was the Emden, and fired ten shots at her without sinking her. She afterwards met the Glenturret, stopped her (we could see it), asked if she were carrying ammunition and when they said "No" lowered her boats. But catching sight of a French torpedo going for her she called the boats back and actually had the cheek to send a message by the Glenturret: her compliments to Penang and apologies for firing on the patrol. We watched the Glenturret come in for Leather, while the Emden sailed off pursued by the torpedo boat. By 11.15 a.m. she met another torpedo boat and sank her. And cleared Heaven knows where."

CORRESPONDENCE.

(The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph.")
(To the Editor of the Hongkong Telegraph.)

NITRATE AND EXPLOSIVES.

Sir,—I see in your weekly edition a letter from a gentleman who signs himself "Neutral." He says that nitrate of lime has no connection whatever with explosives. Will "Neutral" enlighten your readers on the following points:—

Can the nitrogen in the calcolum be converted into nitric acid, and then into nitro-explosives, picric acid, etc., can the nitrogen in the calcolum salt be converted into potassium salt, or can the waste pulp be used for the manufacture of gun-rot in explosives?

I have not seen the *Globe* correspondent's letter, but I presume he knows the business.

Yours etc.,
CHANG KWOCK-HING, M.E.
Canton, November 9, 1914.

CASE SETTLED.

Court Proceedings Terminate Abruptly.

This morning, in the Original Court, the Chief Justice, Mr. Justice Gompertz, continued the case in which the Cheong See Wo firm, of R. M. See, Singapore, sued the Tat Teak Co., and Lim Siu-woo and Lim Woon-jan, 24, Des Voeux Road, labour contractors, to recover the sum of \$5,793.27, being amount of a judgment obtained in Singapore against the defendants, or, in the alternative, a similar sum as balance for goods sold and delivered.

Mr. Potter, instructed by Mr. Otto Keng-sing, appeared for the plaintiffs, and Mr. F. C. Jenkin, instructed by Mr. E. M. Tozer, appeared for the second defendant.

When the court sat, Mr. Jenkin informed his Lordship that he was no longer instructed.

Mr. Potter regretted that his friend had to make that announcement, because he was told now, that his friend's clients had consented to judgment for the amount in the hands of Mr. Needham, \$8,000, and also for \$1,000 for costs. He had also an application to make in chambers in connection with the matter.

Judgment was entered accordingly.

SAFETY OF ROUVES.

Bengal Chamber's Statement.

Calcutta, October 15.
In the course of the statement giving the Bengal Chamber's views on the positions in trade it is said the situation caused by the Borden was throughout closely considered by the committee and they have been in correspondence with the Government of India and the Government of Bengal regarding the measures which could be taken to protect adequately the important trade routes converging on Calcutta. In order that trade might be resumed without the likelihood of damage or further interruption, it was a matter of general relief and satisfaction that early in October intimation was received that the Bay of Bengal was considered to be reasonably safe and it need not be said that the committee voice the hope of the whole country that there will be no occasion for another similar compulsory stoppage of trade.

As regards the detention of vessels by the Government it is stated, apart from the loss of hire that these vessels might have earned had they been set free earlier for trading purposes, the compulsory detention of them and their cargoes at Colombo for over two months has been the cause of serious inconvenience and loss to Calcutta consignees and shippers. It is unnecessary to refer in detail to the lengthy correspondence which the committee had had regarding these matters, especially as it is believed that the authorities concerned have now decided to allow them to proceed to Calcutta to discharge.

WAR ITEMS.

Prince Decorated.

Berlin, Sept. 30.—Prince William of Hohenzollern, whose daughter is the wife of Manoel, former King of Portugal, has been decorated with the Order of the Iron Cross first and second class.

Bavarian Prince Wounded.
Berlin, Sept. 30.—According to the *Loal Anzeiger*, Prince Franz, son of the King of Bavaria, who has the rank of major-general, and is in command of the second Bavarian regiment, has been slightly wounded in the thigh.

Under Government Control.
Berlin, Sept. 30.—(Via London)—Two cigarette factories in Germany, the Jasmatai concern at Dresden, and the Batschari factory at Baden Baden, owned by the Anglo-American tobacco combine, have been placed under government control, for the reason that a majority of the capital is held in England.

Kaiser's Stock Captured.
London, Sept. 30.—A despatch to the *Star* from Petrograd says that among the remarkable war trophies arriving at Smolensk is the entire stock of Emperor William's famous pedigree cattle and stud horses, captured by the Russians from the Emperor's estate at Rominten, in East Prussia. They were taken to Moscow and presented to the Russian Agricultural Institute for distribution to agricultural breeding associations.

Anti-British Feeling.
Venice, Sept. 30 (via Paris).—News which has reached here says that the anti-British feeling in Austria is becoming more pronounced than ever. The few remaining British residents at Trieste are finding their position intolerable. An English chaplain has been arrested three times. On the last occasion he was called out of bed at 4 o'clock in the morning, and the police insisted on remaining in his bedroom while he dressed. An English woman, 78 years old, in the same city, has been compelled to report in person to the police station every other day.

U.S. War Revenue Bill.
Washington, Sept. 30.—President Wilson approved to-day a legislative programme for Congress which includes postponement of consideration of the Ship Purchase Bill until November 15, following the fall elections. The plan, as outlined by officials to-day, includes recess by the house within the next ten days, until November 15. The Senate is to finish consideration of the Clayton Trust Bill, and the War Revenue Bill, and then also recess. Information reaching the White House is that there will be no filibuster against the war revenue bill in the Senate.

A Query.
Washington, Sept. 30.—Secretary Bryan, in a resolution passed by the Senate to-day, was asked to report, if not incompatible with public interest, whether the British Government is interfering with shipments of American copper in neutral ships to Rotterdam. Senator Smoot received a telegram yesterday from American shippers declaring that neutral copper, not regarded as conditional contraband by The Hague convention, was being held up.

Panama Exposition to be Held.
Washington, Sept. 24.—Formal announcement was made by Secretary Bryan to-day that there would be no postponement of the Panama-Pacific Exposition at San Francisco, and that no foreign nation had given formal notice of its withdrawal from participation on account of the European war.

Patriotic Winnipeg.
Winnipeg, Man., Sept. 29.—Winnipeg's patriotic fund has now passed the half million mark and last night reached the sum of \$526,375.85, all of which is to be paid within one year. Collections are still coming freely and this figure will be largely augmented.

Russian Revolutionary Arrested.
London, Sept. 29.—A despatch to the *Evening Star* from Petrograd says the famous Russian revolutionary leader, Vladimir Bourzoeff, who returned to Russia to fight for the land from which he escaped while a prisoner, has been arrested.

Prince of Wales' Fund.
Singapore, October 26.—The Singapore Prince of Wales' Fund

now amounts to \$18,823. H.E. the Governor and Lady Young have subscribed \$2,500, whereof \$250 is for local distress.

German 42 cm. Guns.
The German 42 centimetre guns weigh about 100 tons and cost roughly \$100,000 sterling each. Each shot weighs about a ton and costs \$2,000 sterling. They can only be fired approximately 120 times. They have a range of 21 kilometres (over 13 miles). Report has it that they have guns of larger calibre capable of shooting 45 kilometres (roughly 28 miles).

Sisters of Mercy Killed.
The *Times* correspondent reports that Sisters of Mercy were killed in Rheims cathedral. Shells fell upon the prisoners, he says, killing three or four and wounding others. Four Sisters of Mercy also lay dead on the floor of the cathedral; their white faces set with the sublimity of their faith. All around were the figures of kneeling women, their lips moving in fervent prayer.

Canada's Machine Gun Battery.
What is to be known officially as a machine gun battery No. 1 has been equipped at a cost of considerably over \$150,000, the expense being borne by a few of the most prominent men in Canada, says an Ottawa message. The equipment consists of 16 automatic machine guns, capable of firing 400 shots per minute, mounted on eight armoured motor trucks, for motor ramblers, 18 motor cycles, one repair car, in which every conceivable kind of material for repair work is installed, one tool car, carrying trenching and every other kind of tools necessary for modern warfare, and a complement of 120 officers and men. With the equipment will be carried four extra guns. The motor trucks will carry tripods, so that it will be possible to take the guns off the trucks and set them up wherever desired. The trucks carry ammunition and gun crews, thus enabling them to be removed rapidly from one place to another with their ammunition. The motors are about sixty horsepower each, and are capable of travelling forty miles an hour. The gentlemen who have made this gift to the Dominion Government are: The Hon. Clifford Sifton, Thomas Ahearn, Warren Y. Soper, J. R. Booth, Sir Henry K. Egan, Ottawa; Sir Thomas Shaughnessy, H. S. Holt, Mortimer H. Davis, Hugh Paton, R. Bratnell, Bentley Drummond, Montreal; T. A. Burrows, Winnipeg; C. W. McLean, W. A. Downey, Brockville; and Sir Donald Mann, Toronto. Most of the men are chauffeurs and mechanics.

German Women and Children at Singapore.
When all the German male residents in Singapore were gathered in and sent to St. John's Island for internment, it was understood, says the *Straits Times*, that some steps would be taken by the authorities later to deal with the women and children. Now those measures have been announced. We understand that all the German ladies resident here are to be removed from Singapore. They are being given the choice of going to any place in the F.M.S. provided they are not within ten miles of the sea or of a navigable river; or of going to a neutral country. Already several ladies have left Singapore and gone to Bangkok, and it seems not unlikely that Java will receive some of them.

A New Scotch Reel.
Dance, since ye're dancing, William,
Dance up and doon,
Set to your partners, William,
We'll play the tune!
See, make a bow to Paris,
Here's Antwerp-ton;
O'er to the Gulf of Riga,
Back to Verdun—
Ay, but I'm thinking, laddie,
Ye'll see your shoon!
Dance, since ye're dancing, William,
Dance up and doon,
Set to your partners, William,
We'll play the tune!
What! Wad ye stop the pipers?
Nay, 'tis over-soon!
Dance, since ye're dancing, William,
Dance up and doon,
Set to your partners, William,
We'll play the tune!
Dance till ye're dizzy, William,
Dance till ye swoon!
Dance till ye're dead, my laddie!
We play the tune!
The *Times*.

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NAVAL NOTES.

Protection Against Torpedo Attack.

The effectiveness which the torpedo has so far shown itself to possess has naturally led to a revival in a more acute form of the discussion concerning the protection of large ships against these projectiles, says the *Globe*. The best defence is, of course, to keep hostile torpedo-craft out of range by means of counter-raft, but this is difficult or even impossible in the case of submarines. The second line of defence lies in suspending a screen of some sort round the ship itself, so that the torpedo may be either entangled in a net or exploded by coming into contact with something more solid at a safe distance from the ship's side. The third form is to modify the structure of the ship so as to localise the effect of the explosion.

The coming of the submarine having largely reduced the value of counter torpedo-craft, the relative importance of the second and third lines of defence has naturally increased. Torpedoes, which have been fitted to our battleships for many years past, are now in disfavour. This is very curious, in view of the fact that several foreign navies are just beginning to adopt the torpedo-net, the French and German navies among them. No German battleships of the pre-Dreadnought era were fitted with net defence, and most of the Dreadnoughts were built without them; but all the latter have now been taken in hand and fitted out with a "crinoline."

The objection to net defence is that it can only be usefully employed when a ship is at anchor, as a vessel with nets out cannot proceed at a greater speed than five knots. As a general rule the booms from which the net hangs when in use cover about three quarters of the length of the ship, the ends being left unprotected; and the experience of last Tuesday week shows that the explosion of a torpedo is not necessarily fatal unless it strikes its victim in the vital parts amidships. The *Cressy* would in all probability have survived the first torpedo, which seems to have struck her forward, but the second caught her abreast of the engine-room, and was fatal.

The most favoured form of defence against torpedo attack is structural, and much interest therefore attaches to the suggestions put forward at the Royal United Service Institution in 1911 by Baron Roenne. He proposed the provision of a triple shell for the underwater parts of a ship, the innermost to be thinly armoured. He claimed that as far as underwater attack was concerned the value of armour was enormously increased if the main shock of the explosion was borne by a thinner plating outside. At a distance of 50 inches from the outer envelope, he said, an armour plate will afford the same protection to the ship against an explosive charge weighing 100 kilograms as a plate forty times as thick bearing the initial shock.

The Russian Baron suggested the fitting of the three shells at a distance of about three feet apart, and claimed that a vessel so con-

structed would be virtually impregnable against torpedo attack. The system has already been put into practice, though whether as a result of Baron Roenne's advocacy is doubtful. There are certain ships in the French and Russian navies which are fitted with a vertical wall of armour running down from the protective deck to the double bottom, several feet within the outer shell of the ship. The main objection to this form of defence is that it localises the damage too much. The explosion of a torpedo would admit water only to one side of the ship and so affect its equilibrium, whereas the Roenne scheme provides for the free flow of water over a narrow watertight channel running under the ship and down both sides.

The *Scientific American* has produced an excellent "War Number" dealing with the armed forces at the disposal of the Powers engaged in the war. The relative naval strength of the opposing nations is illustrated in a manner which at once explains the anxiety of our enemies to postpone "the day" as long as possible in the hope of being able in the meantime to reduce our superiority by such guerrilla sallies as that which robbed us of the *Hogue*, *Cressy*, and *Aboukir*. The total tonnage of the fleets of the Triple Entente is given as 3,117,551, and of the Dual (late Triple) Alliance fleets as 1,173,239. Even these figures, however, do not convey the true idea of the relative strength of the opposing forces at sea, which is given more accurately in a diagram comparing their main guns. Of these there are 1,206 in the Entente fleets and 414 in those of the Alliance.

It is remarked, and with perfect truth, that the war has come "two or three years too soon for the Russian Navy, which, so far as its first fighting line is concerned, is still in the making." Up to the present, however, Germany has not been able to make any impression on Russian strength in the Baltic. Mr. Churchill has dwelt at length upon the reinforcements which will join the British fleet within the next twelve months in comparison with those which Germany can expect; and we should not forget that the forces of the Allies will be strengthened by four Russian ships and by three super-Dreadnoughts completing shortly for the French Navy.

Fukien Finance.
The Governor-General of Fukien has wired to the Government, stating that he has carried into effect the latter's order for the reduction of administrative expenditure in order to obtain money to aid the Government. As Fukien is not a rich province, he can remit to Peking at most \$1,800,000 every year, according to the estimate he has made after careful investigations.

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VICTORIA, B.O., and SEATTLE via S'hai, Moji, Kobe, Yokkaichi, and Yokohama.....	Sado Maru Capt. Asakawa T. 12,500 Yokohama Maru Capt. Komatsubara T. 12,500	TUES., 17th Nov. at noon. TUES., 1st Dec. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.....	Hitachi Maru Capt. Sato T. 16,000 Tango Maru Capt. Soyeda T. 13,500	FRI., 20th Nov. at noon. WEDNES., 16th Dec. at noon.
CALCUTTA via S'pore, Penang & Rangoon.....	Hakata Maru Capt. Kawashima T. 12,500	THURS., 12th Nov.
BOMBAY via Singapore and Colombo.....	Wakasa Maru Capt. Itsuno T. 12,500	WEDNES., 4th Nov.
NAGASAKI, Kobe & Yokohama.....	Tango Maru Capt. Soyeda T. 13,500	FRIDAY, 20th Nov. at 5 p.m.
S'hai and Kobe.....	Kawachi Maru Capt. Nakamura T. 12,500	SUNDAY, 29th Nov.
Kobe & Yokohama.....	Kitano Maru Capt. Cope T. 16,000	MON., 23rd Nov. at 11 a.m.

Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Katori Maru	20,000 tons	Thursday 28th January
Kamo	16,000 "	1st February
Kishima	20,000 "	2nd February
Mishima	16,000 "	11th March
Suwa	25,000 "	25th March
Atsuta	16,000 "	8th April
Yasaka	25,000 "	22nd April
Miyasaka	16,000 "	6th May
Kitano	16,000 "	20th May
Fushima	25,000 "	3rd June

FOR AMERICA.

Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500 "	9th February
Yokohama	12,500 "	23rd February
Awa	12,500 "	9th March
Shidzuoka	12,500 "	23rd March
Tamaki	12,500 "	6th April
Aki	12,500 "	20th April
Sado	12,500 "	4th May

For further information apply to
Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI.....	Yingchow	12th Nov. at 4 p.m.
SHANGHAI.....	Liangchow	15th Nov. at 4 p.m.
SWATOW & BANGKOK.....	Chinkiang	15th Nov.
MANILA, CEBU & ILOILO.....	Taming	17th Nov. at 4 p.m.
WWEI & TTSIN.....	Huichow	19th Nov. at noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 11th Nov., 1914.

TO SAIL

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

For freight and passage apply

JARDINE, MATHESON & Co., Ltd.

Hongkong 9th October, 1914.

General Agents.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjibodas	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tjimanoeck	JAVA	1st half Nov.	S'hai	1st half Nov.
Tjikembang	S'hai	1st half Nov.	JAVA	1st half Nov.
Tjipanas	JAPAN	1st half Nov.	JAVA	1st half Nov.
Tjilatjap	JAVA	1st half Nov.	JAPAN	2nd half Nov.
Tjikini	JAVA	2nd half Nov.	S'hai	2nd half Nov.
Tjiluwong	JAVA	1st half Dec.	JAPAN	1st half Dec.
Tjilaroem	JAVA	1st half Dec.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

15

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed
Tenyo Maru	22,000 - 21 knots	From N'saki, Sat., 14th Nov.
Nippon Maru	11,000 - 18 knots	" Kobe, Tues., 1st Dec.
Shinyo Maru	22,000 - 21 knots	" H'kong, Tues., 8th Dec.
Chiyo Maru	22,000 - 21 knots	" H'kong, Tues., 5th Jan.

The s.s. Nippon Maru will leave Kobe for Yokohama, Honolulu and San Francisco on Tuesday, 1st December.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Anyo Maru 18,500 - 15 knots Wed., 2nd December.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	28th Nov.	14th Nov., 11 a.m.
St. Albans	28th Nov.	18th Dec., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-Soath China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haiching ... | W. C. Passmore: | TUES., 17th Nov. at 1 p.m.

FOR AMOY AND FOCHOW.

Haitan ... | J. W. Evans ... | SATUR., 14th Nov. at 3 p.m.

Halyang ... | A. E. Hodgins ... | SATUR., 21st Nov. at 3 p.m.

(not calling at Swatow)

FOR SWATOW.

Haimun ... | A. H. Stewart ... | WED., 11th Nov. at 1 p.m.

Haimun ... | A. H. Stewart ... | SUN., 15th Nov. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lauback & Co.,

General Managers.

LOG BOOK.

The Port of Antwerp.

The total shipping of Antwerp in 1913 reached 7,056 vessels of 14,146,819 tons, an increase of 83 vessels, and 385,228 tons compared with 1912. The major portion of this total was accounted for by British shipping, which amounted to 3,352 vessels measuring 8,173,231 tons. It is over seven years since British shipping at Antwerp failed to show an increase. The shipping under the German flag amounted to 1,705 vessels measuring 4,510,522 tons, and accounted for an increase, compared with 1912, of 78 vessels and 361,005 tons. German shipping has not failed to show a substantial increase each year for the past 20 years or more, except on one occasion—a slight decline in 1903. The number of Norwegian vessels increased in 1913 by 28, and their tonnage by 57,898 tons, a noticeable augmentation. United States shipping increased by six vessels and some 37,500 tons, and Dutch shipping by 51,272 tons. The shipping under the French flag also showed a growth in tonnage, as did that under the Japanese, Swedish and Danish flags. The visit to the port of four Siamese vessels, measuring 10,024 tons, is worthy of record. Another point worthy of mention is the decline of British shipping visiting Antwerp in 1913. Since the world-wide financial crisis of 1907 there had been not only no falling-off in British shipping visiting Antwerp, but a steady annual increase. In 1913 there was no particular reason for the decline as in 1908, for the shipping trade generally was in a flourishing state, with freight rates high and remunerative, though they showed a tendency to fall during the latter part of the year. The only visible cause was the removal of one of the large Red Star Line passenger vessels from the British flag, but this one ship alone, even though she makes annually a number of voyages, would not account for the decline of British shipping. The falling-off is the more serious from a British point of view from the fact that the shipping of our great maritime competitor, Germany, at this port showed a very pronounced increase both in the number of vessels and their tonnage during 1913. British shipping actually declined by 42 vessels and 98,207 tons, while during the same period German shipping increased by 78 vessels and 361,005 tons. Moreover, German shipping accounted for almost the whole increase, both in number of vessels and tonnage, at Antwerp during 1913. In 1909 British shipping at Antwerp totalled 5,651,718 tons and German 3,293,775 tons; in 1913, the year now under review, British shipping reached 6,173,231 tons and German 4,510,522 tons. In the five years there was, therefore, an increase of 521,513 tons in British shipping at Antwerp, and in the same five years there was an increase of 1,216,747 tons in German shipping.—*Exchange.*

Tientsin Shipping.

The total number and tonnage of steamers entered at Tientsin during the year 1913 was 1,01 vessels of 1,247,767 tons, being an increase of 93 ships and 78,913 tons over the figures of the year before. Of the total, 35.9 per cent. were British, 30.3 per cent. Japanese, 17.6 per cent. Chinese and 11.1 per cent. German. The proportion for the year before were, British 39.1 per cent., Japanese 26.1 per cent., Chinese 15.2 per cent. and German 11.6 per cent. The total entered does not include the movements of a number of the China Merchants' ships which were employed in transporting troops to the seat of the revolt during the summer. The river opened on February 24, when the German steamer St. Atsekretar Kraetke was the first vessel to reach the Bund and closed on December 17 with the departure of the Japanese steamer Saiten Maru, the last steamer to leave Tientsin being the Shengta which went to sea on December 21.

For a good solid meal at la Carte or Table d'Hôte with Wines & Liquors of the Best
—ALEXANDRA CAFFE

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
S'PORE, Pang & C.utta...	Fausang*	Thur., 12th Nov. at 3 p.m.
SANDAKAN	Chunsang*	Fri., 13th Nov. at noon
MANILA	Yuensang*	Sat., 14th Nov. at 3 p.m.
MANILA	Loongsang*	Sat., 21st Nov. at 3 p.m.
Y'HAMA, Kobe & Moji...	Yatshing*	Thur., 26th Nov. at d'light
S'HAU, Kobe & Moji...	Namsang*	Sat., 28th Nov. at d'light

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing" "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class

Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad

Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

THE ROYAL MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"SHIRE" LINE SERVICE-HOMeward.

For Steamers. Date of Departure.

LONDON & HULL.....Merionethshire.....24th Dec.

TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.

V'TORIA, V'VER, S'ILE

TACOMA & PLAND } Glenroy.....24th Nov.

VIA HONOLULU

Cargo accepted on through Bills of Lading to all ports in Europe

and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular

intervals, taking Passengers and Cargo at current Rates.

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Agents.

14

THE TAIKOO DOCKYARD
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TAIKOO DOCKYARD,
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS
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STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK "787' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
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50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets etc.

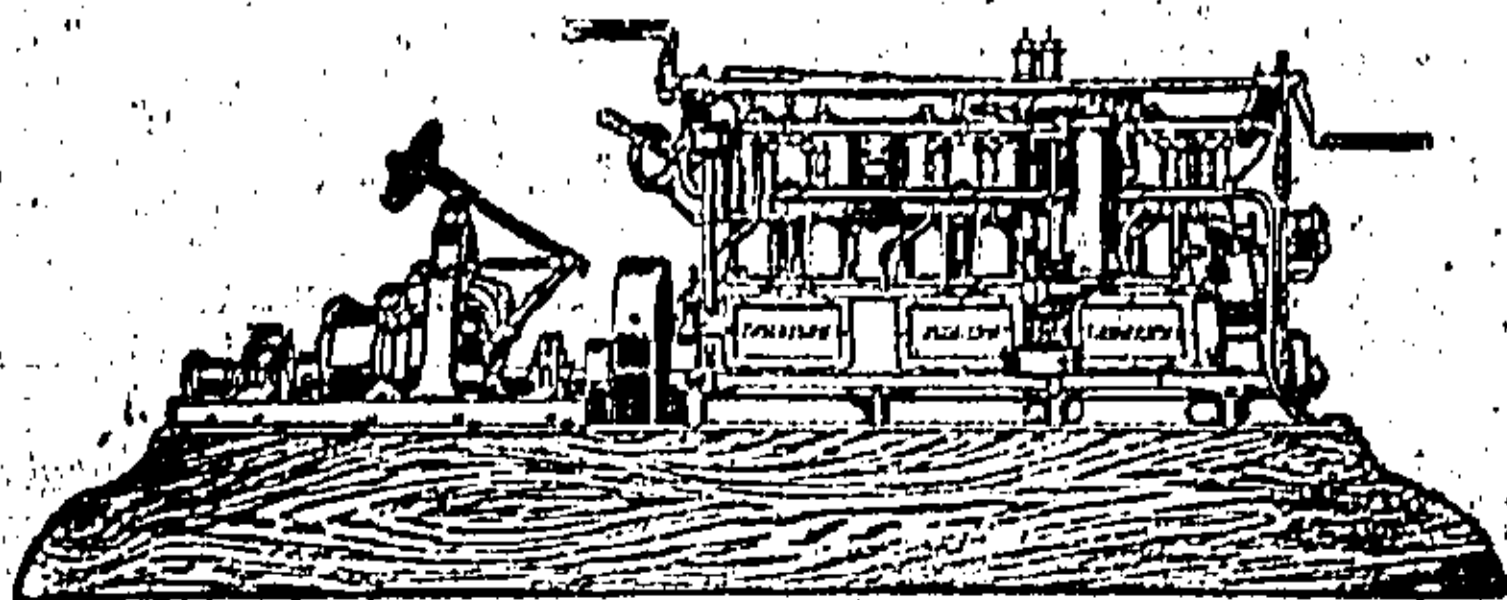
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JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



O.G. type Motor and Reserve Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.MOTOR PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.

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BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN. AGENTS.

Telegraphic Address: "TAIKOODOCK"

TELEPHONE No. 271.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be De-spached.
M'les, L'don via S'pore etc.	Yasaka M.	N. Y. K.	18. Nov.
Genoa, Marseilles and Liverpool	Achilles	B. & S.	20. Nov.
London & Genoa via S'pore, &c.	Nellore	P. & O.	25. Nov.
London & Hull	Mer-shire	J. M. Co.	24. Dec.

NEW YORK, SAN FRANCISCO AND CANADA.

V'toria, B.C., & T'ma via S'hai &c.	Parama M.	O. S. K.	11. Nov.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14. Nov.
Victoria, Vancouver, Seattle, etc.	Glenroy	J. M. Co.	24. Nov.
V'ia, B.C., T'ma via K'lung, Japan Seattle M.	Mongolia	O. S. K.	25. Nov.
San F'co via S'hai & Japan &c.	Mongolia	P. M. Co.	1. Dec.
Mexican, Peruvian and Chile			
Ports via Japan	Anyo M.	T. K. K.	2. Dec.
San F'co via S'hai & Japan &c.	Shinyo M.	T. K. K.	8. Dec.
San F'co via M'la & Japan &c.	China	P. M. Co.	12. Jan.

AUSTRALIA.

Australian Ports	Aldenham	G. L. Co.	14. Nov.
Australian Ports via Manila	Hitachi M.	N. Y. K.	20. Nov.

SINGAPORE, COAST PORTS AND JAPAN.

S'hai, Moji, Kobe and Yokohama	Nazoya	P. & O.	15. Nov.
Vladivostok via Japan	Tambov	R. V. F.	16. Nov.
Shanghai, Kobe and Yokohama	Amazon	M. M.	17. Nov.
Foochow via Swatow & Amoy	Kaijo M.	O. S. K.	18. Nov.
Shanghai and Kobe	Rangoon M.	N. Y. K.	18. Nov.
Shanghai and Kobe	Kawachi M.	N. Y. K.	18. Nov.
Tamsui via Swatow and Amoy	Daijin M.	O. S. K.	19. Nov.
Nagasaki, Kol's and Yokohama	Tango M.	N. Y. K.	20. Nov.
Manila	Loongsang	J. M. Co.	21. Nov.
Bombay via S'pore & Colombo	Colombo M.	N. Y. K.	22. Nov.
Bombay via S'pore, Port S'ham,			
Penang & Colombo	Peking M.	O. S. K.	M. of N.
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjikembang	J. O. J. L.	Q. desp.
Java	Tjiluwong	J. O. J. L.	S. half O.
Shanghai	Tjipanas	J. O. J. L.	Q. desp.
Japan	Tjimanook	J. O. J. L.	F. half N.
Shanghai	Tjibodas	J. O. J. L.	F. half N.
	Tjitaroom	J. O. J. L.	Q. desp.

TO SAIL

REGULAR STEAMSHIP SERVICE.

Proposed Sailing from Hongkong

Regular Sailing for Boston & New York via Ports.

(Via Suez: With liberty to call at the Malabar Coast)

For NEW YORK via PANAMA

For Freight and further information apply to

DODWELL & CO., LTD

Hongkong, 9th October, 1914.

Agent.

MOVEMENTS OF
STEAMERS.

AMERICAN MAIL.

The s.s. KOREA arrived at San Fran-
cisco on the 2nd instant.

MERCHANT STEAMERS.

The T. K. K. s.s. ANYO MARU will
next leave Hongkong on Wednesday the
2nd December.

CONSIGNEES

THE ROYAL MAIL STEAM
PACKET COMPANY.

THE Steamship

"MONMOUTHSHIRE,"

From PORTLAND, SEATTLE
and VANCOUVER.

The above Steamer having
arrived, Consignees of Cargo
are hereby notified to send
in their Bills of Lading for count-
ersignature, and to take im-
mediate delivery of cargo from
alongside.

Cargo impeding discharge or
remaining on board after 5 p.m. on
7th inst., will be landed at Con-
signees' risk and expense and de-
livery must then be taken from the
hazardous and/or extra hazardous
Godowns of the Hongkong and
Kowloon Wharf and Godown Co.
Ltd.

No Fire Insurance whatever
will be effected.

No claim will be recognised
after the Goods have left the
steamer or Godowns, and all goods
remaining undelivered on 13th
instant will be subject to rent.

All chafed and otherwise dam-
aged cargo must be left on board
or in Godown and examination
of same will be held on 13th inst.
at 10 a.m.

All Claims must be presented
on or before 16th inst. otherwise
they will not be recognised.

JARDINE, MATHESON

& CO., LTD.

Agents.

Hongkong, 6th November 1914.

VESSELS IN PORT.

Steamers.

Dunoric, Br. s.s. 1,211, O. D. Logic, 2nd
inst.—Bangkok, 25th ult., Rice—
B. L.Fausang, Br. s.s. 1,200, H. S. Malkin, 14th
inst.—Java, 26th ult., Sugar—
J. M. & Co.Chinhuu, Br. s.s. 1,353, Finlayson, 6th
inst.—Manila, Gen.—B. & S.Hanai, Fr. s.s. 739, LeChevalier, 7th inst.—
Haiphong, Gen.—A. R. Marty.Hongkong, Fr. s.s. 739, A. Marguerite,
7th inst.—Hobow, 6th inst, Gen.—
A. R. Marty.Monmouthshire, Br. s.s. Eccleston, 7th
inst.—Seattle, 21st ult., Gen.—J.
M. & Co.Tjimanook, Dut. s.s. 9,944, A. W. L.
8th inst.—Muntok, 1st inst.
—J. C. J. L.Agapenor, Br. s.s. 4,799, R. A. Tallo
8th inst.—Shanghai, 6th inst.
Gen.—B. & S.Skerries, Br. s.s. 2,796, J. W. Angus,
1st inst.—Singapore, 1st inst, G.
—D. & Co.Nubla, Br. s.s. 3,697, A. B. Garwood,
1st inst.—Sembay, 23rd ult., G.
P. & O. S. N. Co.Chinkiang, Br. s.s. 1,329, G. P. A.
10th inst.—Bangkok, 1st inst.
Rice & Gen.—B. & S.Yuensang, Br. s.s. 1,127, Tong, 10th
inst.—Manila, 7th inst., G.
& Co.Halmun, Br. s.s. 641, Stewart, 10th
inst.—Sewon, 5th inst., Gen.—D.
& Co.

TO SAIL

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

For New York via Japan Ports & Panama Canal.

For freight or information apply to

SHEWAN, TOMES & Co.

Hongkong, 24th September, 1914.

General Agents.

"GLEN" LINE

(McGREGOR COW & Co.) Ltd.

For London & Antwerp

Saloon passage Hongkong to London £40.

For freight or passage, apply to

SHEWAN, TOMES & Co.

Hongkong, 23rd July, 1914.

Agents.

FOR SINGAPORE, PENANG & CALCUTTA.

For Freight and Passage apply to

THE BANK LINE LIMITED

Hongkong, 27th October, 1914.

Agents.

HONGKONG & WHAMPOA DOCK CO., LTD.

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ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OF WATER AT LOW TIDE	DEPTH OF WATER AT SPRING TIDE	HEIGHT OF TIDE
KOWLOON					
No. 1 Dock, Kowloon	700'	150' top 170' bottom	30'	30'	3' 6"
No. 2 Dock, Kowloon	271'	74'	15' 6"	15' 6"	3' 6"
No. 3 Dock, Kowloon	224'	45' 3"	14'	14'	3' 6"
Patent Slip, No. 1 Kowloon	280'	60'	12'	12'	3' 6"
TAIKOO-TSUI					
Cosmopolitan Dock	450'	85'	30'	30'	3' 6"
ABREDEEN					
Hong Dock	430'	14'	15'	15'	3' 6"
LAURENCE DOCK	228'	54'	15'	15'	3' 6"

HEAD
OFFICE: KOWLOON.
Telephone No. 1 K.

Please Address Enquiries to the Chief Manager,

H. M. OVER & Co., Ltd.

Telephone No. 30, Hongkong.
QUEEN'S BUILDINGS.
TOWN OFFICE.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, WEDNESDAY, NOVEMBER 11, 1914.

TO-DAY'S LATE TELEGRAMS.

THE EMDEN.

NEARLY ALL HER CREW DEAD.

THE CRUISER REFUSED TO GIVE IN.

(Our Own Correspondent.)

Nov. 11, 9.55 a.m.

Officers and a few men have been taken prisoners from the Emden. The rest are dead. The Emden refused to give in when she ran on the reef, and was burnt out.

THE KARLSRUHE

Sailing Ship Captured by British.

New York, Sept. 28.—Sir Robert B. Bennett, British Consul-General, has announced that the German steamer *Thor*, registered as a United States merchantman, and the Norwegian steamer *Thor* have been captured by a British cruiser in the act of evading the German cruiser *Karlsruhe* at sea and have been taken to St. Lucia to await disposition by a prize court. The German cruiser escaped.

The *Lorenzo*, a vessel of 1,842 tons, left New York on August 6 for Buenos Aires. She was built in Newport News, Va., in 1913. She is 355 feet long and has a beam of 49 feet. She is owned by the New York and Porto Rico Steamship Company.

The *Thor* is a steamer of 943 tons. She left New York on August 1 for Newport News, Va. She was built at Bergen and is 275 feet long and has a beam of 38 feet. She is owned by the Inter-American Steamship Company.

Allies' Cruisers Watch. Washington, Sept. 26.—Officials at the British Embassy here believe that German cruisers in West Indian waters have been entirely dependent for some time upon such coal and supplies as they have been able to obtain from neutral merchant steamers. British and French cruisers have been maintaining a careful watch on neutral steamers in consequence and in addition to the capture of the *Lorenzo* and the *Thor* by the British, the Norwegian steamer *Heina* has been seized by the French cruiser *Conde*, according to embassy advices. The *Heina* was sent to Fort de France, Martinique, but later the captain of the *Conde* suggested that the British prize court at St. Lucia consider that case as well as those of the *Thor* and *Lorenzo*.

If the ships are found to have violated their neutrality, it was said at the embassy, the penalties set out in the declaration of London will be enforced against them. Pending action by the prize court, State Department officials would make no comment on the seizure of the *Lorenzo*.

TRAINING THE NEW ARMY.

The Aldershot correspondent of the *Naval and Military Record* referring to the training of the new army, says:—It is an interesting and edifying sight to see early mornings to come across whole battalions of troops in civilian clothes, swinging along to the tunes of "Tipperary" and "The Marseillaise," these round-marched to vocal music providing useful physical exercise and also an agreeable change from the squad and company drills. It is surprising, too, to discover what an abundance of latent talent exists amongst us in the way of drill instructors. The

THE GERMAN SPY SCHOOL.

How Espionage is Taught.

In view of the attempt in certain quarters to pool-pool the German spy menace the publication of "The Secrets of the German War Office," by Armistead Karl Graves, late spy to the German Government, is timely, says the *Globe*. This book, which is issued by Mr. Werner Laurie at 2s. net, may distort certain incidents; it may be intentionally untrue or sensational as to this or that minor happening. But whatever its exaggerations (if any), it bears on its face and in its minute detail, every evidence of general truth.

And what does it prove? Not more that the German spy system is widespread and enormously costly and utterly unscrupulous, but that it is splendidly efficient, and that it works precisely by those methods to which our Government so foolishly has allowed a great measure of liberty in this country, and through the medium of highly trained agents.

Graduated Courses in Spying. The most interesting part of Herr Graves' book is that in which he tells us how he was trained, so that he might send to Germany the most intimate particulars of certain elements in our national defence, including the "naval strikes at Rosyth." Having been invited to assume employment in the German Secret Service he was taken in hand by officials of the Intelligence Department of the German Navy.

When we were alone in his office, von Sammer began by saying abruptly:—"From now on, you must be entirely and absolutely at our service. You will report daily at twelve noon by telephoning a certain number. At all times you must be accessible. You will pay close attention to the following rules:

"Absolute silence in regard to your missions. No conversation with minor officials but only with the respective heads of department or to whomsoever you are sent. You will make no memoranda or carry written documents. You will never discuss your affairs with any employee in the Service whom you may meet. You are not likely to meet many. You are strictly against the rules to become friendly or intimate with any agent. You must abstain from intoxicating liquors. You are not permitted to have any women associates. You will be known to us by a number. You will sign all your reports by that number. Always avoid telephoning, telegraphing, and cabling as much as possible. In urgent cases do so, but use the cipher that will be supplied to you."

After a few more instructions Herr Graves expected to be sent at once on his first secret mission; but that is not the way the German spy system works. Candidates for important jobs in Germany are trained even more carefully than we train Home Secretaries. It was five months before this graduate in espionage was given anything to do, and then it was a very small and experimental task.

Admirable Crichton—New Style. Meanwhile, he was kept at "a steady grind of schooling" day by day, for many hours daily, and often far into the night. Broadly, they could be divided into four classes—topography, trigonometry, naval construction, and drawing. The reasons for these you will see from my missions. My tutors were all experts in the Imperial Service. A Secret Service agent sent out to investigate and report on the condition, situation, and armament of a fort like Verdun in France must be able to make correct estimates of distances, height, angles, conditions of the

ground, &c. This can only be done by a man of the correct scientific training. He must have the science of topography at his finger tips; he must be able to make quick and accurate calculations using trigonometry, as well as possessing skill as a draftsman. In my mission to Port Arthur, where I had to report on the defences, I found this training invaluable.

The same applies to the subject of naval construction. My instructor in this subject was Lieutenant Captain Kurt Steffens, torpedo expert of the Intelligence Department of the Imperial Navy. After a month of tutelage under him, I was able to tell the various types of torpedoes, submarines, and mines, &c., in use by the principal Powers. I could even tell by the peculiar whistle it made whether the torpedo that was being discharged was a Whitehead or a Brennan.

I was also drilled in the construction of every known kind of naval gun. Dozens of model war-crafts were shown to me and explained. I saw the model of every warship in the world. For days at a time I was made to sit before charts that hung from the walls of certain rooms in the Intelligence Department and study the silhouettes of every known varying type of war-craft. I was schooled in this until I could tell at a glance what type of battleship, cruiser, or destroyer it was, whether it was peculiar to the English, French, Russian, or United States Navy.

As I shall show in relating one of my missions to England, I was brushed up on the silhouette study of British warships, for I had to be able to discern and classify them at long range. The different ranking officers of the navies of the world, their uniforms, the personnel of battleships, the systems of flag signals and codes, were explained to me in detail. I was given large books in which were coloured plates of the uniforms and signal flags of every navy in the world. I had to study these until at a glance I could tell the rank and station of the officers and men of the principal navies. The same with the signal flags. I porred over these books night after night into the early hours of the morning. My regular hours for tuition were from ten to twelve in the forenoon and from two until six in the afternoon. But it was impossible to compress all the work into that time. I was anxious to get my first mission, and I presume I did a great deal of cramming.

Besides these studies in Berlin he had others; the budding spy was taken to Kiel and Wilhelmshaven to learn the mechanics of naval construction, and he was not "passed" until he could talk understandingly about "every unasssembled part of a gun, torpedo-tube, or mine." Thus he was adequately prepared for his twelve years' work in the German Secret Service, mainly in its naval branch.

What They Pay. In this service "the pay varies, but is always good; expenses are never questioned; the money being no object." Herr Graves spent on a mission to the Riviera, where he posed as a South African mine-owner, the sum of 20,000 marks in fourteen days! His salary in his prime was 10,000 marks a year, with 20 marks a day for living when not at work, and 60 marks a day for living when at work. Bonuses are given for successfully performed coups; for example, Herr Graves had 30,000 marks for one trip.

But you must not be found out. This breaks you, and you can expect no official aid in your day of trouble. Moreover, you may lose certain funds, or deferred pay, with which you have been credited for the support of your dependents in case of mishap to you while on service.

ANTICIPATING THE OBVIOUS.

The volubility of female witnesses was commented upon this morning at the Police Court, by Mr. P. W. Goldring. Appearing before Mr. J. R. Wood for the defendant in a summons for assault, Mr. Goldring said that his Worship would have to fix an afternoon, as the case was likely to be rather a lengthy one. There were a lot of witnesses; nearly all of them were women and were likely to prove voluble.

Mr. Agassiz, of Messrs. Harding and Agassiz, had no objection and the case was fixed for Tuesday next.

Various Disguises.

Financed by this great war machine, working in the dark, Herr Graves (who had a medical training) was attached to the German Hospital in Turkey nominally to study "Asiatic diseases," actually to spy. Here he was supposed to be only a studious doctor, accompanied by his coloured servant. In the Straits Settlements, where he went to "get plans, data, and photographs" of our new naval base, he was supposed to be a tourist interested in tropical botany. In this role he cultivated our officers, who introduced him to their clubs whilst secretly he was working his way into the confidence of the native clerks, playing on their jealousy and cupidity, and inducing a certain young Rajah to assist him in his designs. At O'lyon he became friendly with one of Lipton's Scottish tea plantation managers; and he laughs in his book at the shock which awaits "Mac" when he learns that his old and genial friend the Herr Doctor was really a German spy.

To study Port Arthur, Herr Graves combined medicine and botany on his label; and he mentions that the German Government warned him from Berlin that Port Arthur was to be attacked by Japan before the Russians in Port Arthur themselves knew of it. As Mr. Churchill has admitted, though Mr. McKenna will not admit it, the German Spy Bureau is as well organised as it is entirely shameless. In Herr Graves' book we see why. Working as the tools of the experts in Berlin and as aids to their skilled agents in all parts of the world, there is a host of men and women of all nationalities, of all social grades and degrees of political and sexual virtue. The smart little dancer of the cafe or the music hall who makes gogoo eyes at the young officer, and the grande dame whose distinction appeals so forcibly to the bourgeois politician, are fellow-soldiers in this wonderful underground army that marches in the name of "Deutschland über Alles."

Herr Graves, when arrested in this country for spying at Rosyth, had in his possession a coded list, with particulars of every vessel in the British Navy, every naval base, fortification, and strategic point in Great Britain. He was obdurate with the North Bridge keepers and water guard and used to talk Robbie Burns with them and stand them whisky, and they accepted him as "half a Scotsman."

One of the things which strikes you about this work is how easy it is, especially in this country, given the right man for the job, and the right training. One wonders how many of Herr Graves' colleagues at his old Berlin school were entertaining in the Rosyth district at present. It is ridiculous to suppose that the I.D. of the German Navy has failed to avail itself of the facilities we insist on offering it.

SHANGHAI AUTUMN RACES.

Through the courtesy of the Hongkong Club we are able to give the following further results of the Shanghai Autumn Races:

The Shanghai Stakes. Value Tls. 500. Second pony Tls. 150. Third pony Tls. 75. For China ponies. Weight for inches as per scale. Non-winners, but starters at this meeting, allowed 5 lbs. Bona fide griffins at this meeting allowed 7 lbs. Allowances not accumulative. One mile and a half.

Mr. W. S. Jackson's Suffolk (Barkill) 1
Mr. Henry Morris' Cornfield (Stewart) 2
Mr. John Peel's Lockerbie (Johnstone) 3
Time 3.21.2/5.

The Pagoda Cup. Value Tls. 250. Second pony Tls. 75. Third pony Tls. 50. For Griffins of this meeting purchased at an actual cost of not more than Tls. 25. Ponies not qualified unless they remain the property of the original purchaser. Weight for inches as per scale. Winners of one race 7 lbs. extra; two or more races 10 lbs. extra. One mile.

Mr. Hoagkew's Winaton (Dalglish) 1
Mr. E. S. Hine's Kimberley (Hill) 2
Mr. Elretts' Chance (Vida) 3
Time 2.13.4/5.

The Llama Mui Stakes. Value Tls. 250. Second pony Tls. 75. Third pony Tls. 50. Weight for inches as per scale. Ponies that have started at this meeting and not won a race allowed 7 lbs. Two miles.

Mr. Oswald's Brionhill (Johnstone) 1
Mr. Evelyn's Sir Polles (Vida) 2
Mr. Leray's Perseverance (J.K. Brand) 3
Time 4.23.2/5.

The Rubicon Plate. Value Tls. 250. Second pony Tls. 75. Third pony Tls. 50. For China ponies, being bona fide Griffins of this meeting. Weight for inches as per scale. Winner of a race 7 lbs. extra. Jockeys who have never won an official race previous to this meeting allowed 5 lbs. One mile and a quarter.

The B. P. Kongsi's The Giddy Bird (J.K. Brand) 1
Mr. J. J. Ezra's Sherwood (J. J. Ezra) 2
Mr. Evelyn's Sir Mordred (Vida) 3
Time 2.48.4/5.

The Sycee Stakes. Value Tls. 250. Second pony Tls. 75. Third pony Tls. 50. For bona fide griffins of this meeting. Weight for inches as per scale. Winners of a race 7 lbs. extra. Nonwinning jockeys allowed 5 lbs. Three quarters of a mile.

Mr. John Peel's Finthead (Johnstone) 1
Mr. Elms' Moana (Hill) 2
Mr. R. Macgregor's Ye Conjuror (Heard) 3
Time 1.33.4/5.

The Sicawel Plate. Value Tls. 250. Second pony Tls. 75. Third pony Tls. 50. All China ponies. Weight for inches as per scale. Winners at this meeting 5 lbs. extra. Unplaced ponies at this meeting allowed 5 lbs. One mile and a quarter.

Mr. Lamerton's Bonnie (Kowe) 1

FOUR PROMISSORY NOTES.

This afternoon, in the Summary Court, before Mr. Justice Hazeland, the Tak Wo firm sued the Hongkong Rattan Fibre Co. and Sau King-ting to recover the sum of \$3,500, alleged to be due on four separate promissory notes. There were four separate writs. Mr. R. O. Faithfull appeared for the plaintiff.

The defendant, in the box, said that he had paid the amounts due on the notes and without cancelling them he had put the notes in his safe. They had been stolen, and were now claimed upon.

Asked why he did not cancel the notes, the defendant said he had still a note, paid but uncanceled, which had not been stolen. The plaintiff claimed they were security notes.

Mr. Faithfull cross-examined, and the defendant denied that he had called upon the plaintiff and offered him \$1,000 to withdraw his writ.

He did not cancel the promissory notes, because his partner had said, if they wanted to borrow money again, they could use the same notes and so avoid payment of stamp duty again.

His Worship:—Defrauding the Government!

Judgment was given for the plaintiff for the full amount claimed in each action, with costs. An order for immediate execution was granted.

THE "BLUE BIRD."

The Second Performance A Huge Success.

Once again the Theatre Royal was crowded last night, when the beautiful fairy play, "The Blue Bird," was staged for a second time. The audience was most enthusiastic at the success attained, and there were frequent expressions of the delight of those present at the manner in which the piece was put on and played. If possible, the play went even better than on the first night—and that is saying a very great deal.

Hongkong has certainly never seen a more gorgeous production, whether amateur or professional. All the characters were splendidly portrayed, the children especially coming through the ordeal with flying colours. On this occasion the part of Tyltyl was in the hands of Master Willy Mace, and no greater praise can be bestowed on this little fellow than to say that he filled the role with a success as great as that attained by Master Caldwell in the initial performance.

Mr. Siegler is to be complimented on the results of his labours, which must have involved endless patience and hard work. In a play in which the characters are filled by adults much patience is called for on the part of the producer, but this is doubly the case in a piece like "The Blue Bird," so much of the success of which hangs on the careful training of children. In this respect no praise is too great for those who have taken the little ones in hand. There should be packed houses again when the two further performances are given.

Stolen Blanket. This morning, at the Police Court, before Mr. J. R. Wood, a Chinese was charged with the theft of a blanket, valued at fourteen dollars, from Mr. W. Pryde, of the Government Quarters, Broozy Point. He was sentenced to one month's imprisonment and four hours' stocks.

Mr. John Peel's President (Johnstone) 2
Mr. Ellis' Kaioorie's Fijian Chief (Moller) 3
Time 2.40.4/5.

PUBLIC AUCTIONS.

GEO. P. LAMMERT.

AUCTIONEER, SHARE &
GENERAL BROKER

AUCTIONS.

By order of the Mortgagees,
Mr. Geo. P. Lammert has received
instructions to sell by
PUBLIC AUCTIONON
THURSDAY,
the 12th day of November, 1914
at 3 p.m. at his sales room, Dud-
dell Street, Victoria, Hongkong.The Following
valuable Leasehold Property
situate at Victoria, Hongkong,
viz:—All those pieces or parcels of
ground situate at Victoria afore-
said and known and registered in
the Land Office as Section A of
Marine Lot No. 118 and The
Remaining Portion of Marine Lot
No. 118 together with the measu-
res thereon respectively known
as Nos. 54 and 55 Praya East
and Nos. 52 and 53 Praya East.
Term 999 years. Annual Crown
rent \$18.32 and \$51.32 respectively.For further particulars and
conditions of sale apply to
Messrs. JOHNSON, STOKES
& MASTER, Prince's Buildings
Ice House Street, Hongkong.Solicitors for the Mortgagees
or to
Mr. GEO. P. LAMMERT,
The Auctioneer,
Hongkong, 27th October, 1914.

FOR SALE.

FOR SALE.—SAILING
YACHT "GWEN"—(Hay-
ward-Hayes Design) with or
without motor. Can be inspected
at any time, at Ah King's
Shipyard. Apply GEO. P. LAM-
MERT.

NOTICES.

SINCON & CO.

Established A. D. 1880.

IRON, STEEL, METAL AND HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig Iron
and Foundry Cokes Importers. General Store-
keepers and Shipchandlers, Nos. 35 and
37, Hing Loong Street, (2nd Street west
of Central Market) Telephone No. 515.

AMERICAN DENTISTRY

PORCELAIN FILLINGS.
The Latest Improvements. Low
Costing. Workmanship and Pain.
Operations. No charge for examination.
Fees moderate. Diploma, Tokyo.Dr. T. YAMASAKI,
34, Queen's Road Central
(Corner of Flower Street).
Telephone 62.

ENTERTAINMENTS.

A. D. C.

THEATRE ROYAL.

TO-NIGHT! TO-NIGHT!!

"THE BLUE BIRD."

Second Performance Tuesday, November 10th.

Third Performance Saturday, November 14th.

MATINEE Wednesday, 18th instant at 4 p.m.

Children half price.

A FAIRY PLAY IN 5 ACTS

By MAURICE MAETERLINCK.

Under the distinguished patronage of H.E. Sir F. H. May, K.C.M.G.
General F. H. Kelly, C.B., and Commodore
R. N. Anstruther, C.M.G., R.N.,
in aid of

THE PRINCE OF WALES' FUND.

100 PERFORMERS, 50 CHILDREN,

50 TRAINED BIRDS.

A SPECIAL CORPS DE BALLET OF 25.

ORCHESTRA OF 25 UNDER PROFESSOR GONZALES.

PRICES AS USUAL

PIT (reserved) at \$2.00

Commencing each evening at 9.15 sharp.

VICTORIA THEATRE.

TUESDAY, 10th November.

THE GREAT WAR PICTURE

in 3 parts—3,000 feet long.

SEE POSTERS.

Also New Interesting Pictures never Screened before.

DOUGLAS AND BARRY
CHARACTER IMPERSONATORS.

FRIDAY, 13th November.

BOYS OF THE BULL DOG BREED.

BIJOU SCENIC THEATRE.

TO-NIGHT! TO-NIGHT!!

The Sensational Comedy

"A FOUR HANDED GAME"—Length 2,000 feet.

The laughable film

"WIFFLES THE LOOKING-GLASS MAN"

"HIS FORGOTTEN KEYS"

"JIM'S DUSKY SWEETHEART"

Pathe's Cartoon & American Gazette.

Saturday, 14th November.

A DRUG OF OBLIVION.

Great sensational and exciting drama—in 3 parts. 5,000 feet.

NOTICES.

FROM POLAR REGIONS TO EQUATOR
We smoke

"CAPSTAN"
MIXTURE

MILD, MEDIUM
AND
FULL STRENGTH

W.D. & H.O. WILLS.
BRISTOL and LONDON.

FRENCH LESSONS

C. MOUSSON,

15, Morrison Hill Road,

OFFICIAL MARKET PRICES

Hongkong, October 30, 1914.

BUTCHER MEAT.

Beef Sirloin & Prime Cut,—Mei Lung Pa	lb.	21
" Corned,—Ham Ngau Yuk	"	21
" Roast,—Shiu	"	21
" Breast,—Ngau Lam	"	19
" Soup,—Tong Yuk	"	16
" Steak,—Ngau Yuk Pa	"	22
" do,—Sirloin,—Ngau Lau	"	23
" Sausages,—Ngau Cheung	"	26
Bullock's Brains,—No	per set	12
" Tongue, fresh,—Ngau Li	each	50
" Corned,—Ham Ngau Li	"	60
" Head,—Ngau Tau	"	14
" Heart,—Ngau Sum	"	22
" Hump, Salt,—Ngau Kin	"	22
" Feet,—Ngau Keuk	"	12
" Kidneys,—Ngau Yiu	"	12
" Tail,—Ngau Mei	"	13
" Liver,—Ngau Kiu	"	6
" Tripe (undressed)—Ngau To	"	6
Calves' Head & Feet,—Ngau-tai-tau-keuk	set	\$1.20
Mutton Chop,—Young Poi Kwat	lb.	26
" Leg,—Young Poi	"	24
" Shoulder,—Young Shau	"	27
" Saddle	"	27
Pigs Chittlings,—Chu Chong	"	27
" Brains,—Chu No	per set	24
" Feet,—Chu Keak	lb.	14
" Fry,—Chu Chap	"	16
" Head,—Chu Tau	"	12
" Heart,—Chu Sam	"	18
" Kidneys,—Chu Yiu	"	18
" Liver,—Chu Kon	lb.	30
" Pork Chop,—Chu Pai Kwat	"	26
" Corned,—Ham Chu Yuk	"	30
" Leg,—Chu Pei	"	20
" Fat or Lard,—Chu Yau	"	20
Sheep's Head and Feet,—Young Tau Keak	each	8
" Heart,—Young Sam	"	12
" Kidneys,—Young Yiu	"	12
" Liver,—Young Kon	lb.	27
Sucking Pigs, to order,—Chu Tsai	"	22
Suet, Beef,—Shang Ngau Yau	"	27
" Mutton,—Shang Young Yau	"	27
" Veal,—Ngau Tsai Yuk	"	19
" Sausages,—Ngau Tsai Cheung	"	20
" Lard,—Chu Yau	"	22

POULTRY.

Chicken,—Kai Tsai	lb.	30
Capon, Large, Small,—Sin Kai	"	30
Ducks,—Ap	"	24
Doves,—Pan Kau	"	18
Eggs, Hen,—Kai Tan (cooking)	per doz	24
Fowls, Canton,—Kai	lb.	34
" Hainan,—Hoi Nam Kai	"	28
Geese,—Ngo	"	24
Pigeons, Canton,—Pak Kap	each	30
" Hoihow,—Hoi How Pak Kap,	"	25
" Snipe,—Sha Tsui	"	23
" Turkeys, Cook,—Fo Kai Kung	lb.	65
" Hen, " Na	"	45

FISH.

Barbel,—Ka Yu	lb.	18
Bream,—Pin Yu	"	20
Canton Fresh Water Fish,—Hoi Sin Yu	"	17
Carp,—Li Yu	"	22
Catfish,—Ohik Yu	"	15
Codfish,—Mun Yu	"	16
Crabs,—Hai	"	24
Cuttle Fish,—Muk Yu	"	18
Dab,—Sha Mang Yu	"	14
Dace,—Wong Mei Lap	"	15
Dog Fish,—Titi To Sha	"	12
Eels, Conger,—Hoi Man	"	13
" Fresh water,—Tam Sui Yu	"	20
Eels, Yellow,—Wong Sin	"	32
Frogs,—Tin Kai	"	33
Garoupa,—Shek Pan	"	45
Gudgeon,—Pak Kap Yu	"	18
Herrings,—Tso Pak	"	23
Halibut,—Cheung Kwan Kap	"	28
Labrus,—Wong Fa Yu	"	20
Loach,—Wu Yu	"	26
Lobsters,—Lung Ha	"	30
Mackerel,—Chi Yu	"	20
Monk Fish,—Mong Yu	"	32
Mullet,—Chai Yu	"	20
Oysters,—Shang Ho	"	24
Parrot Fish,—Kai Kung Yu	"	12
Perch,—Tan Lo	"	24
Pike,—Fa Pau Fong	"	18
Plaice,—Pan Yu	"	14
Pomfret, Black,—Hak Ohong	"	28
Pomfret, White,—Pak Ohong	"	30
Prawns,—Ming Ha	"	42
Ray,—Fai Pa Shu	"	12
Rock Fish,—Shek Kiu Kung	"	18
Roach,—Chun Yu	"	12
Salmon,—Ma Yu	"	35
Shark,—Sha Yu	"	8
Skate,—Po Yu	"	10
Shrimps,—Ha	"	32
Snapper,—Lap Yu	"	24
Soles,—Tat Sha Yu	"	32
Tench,—Wan Yu	"	20
Turbot,—Cho How Yu	"	20
Turtles, small, fresh water,—Kau Yu	"	64

FRUITS.

Almonds,—Bang Yan	lb.	35
Apples (California)—Kam Shan Ping Kho	"	18
" (Chefoo)—Tia Chun Ping Kho	"	18
" Small,—Hoi Tong	"	18
Bananas, fragrant, Canton,—San Shing Heung Ohn	lb.	18
" (brides) Macao,—San Heung Ohn	"	8

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Chestnuts, Chinese,—Foong Lut	each	10
Carambola,—Yeung To	"	12
Coconuts,—Ye Tse	each	12
Grapes,—Po Tai Tze	lb.	30
Lemons, China,—Ling Mung	"	6
" America,—Kam Shan Liang Mung	"	10
Lichees Dried,—Lai Chi, small Stone	"	30
" Fresh	"	1
Oranges, (Canton)—Shan-shang Tim Ching	lb.	5
" Sweet	"	1
Pears, (American),—Kam San Shoot Lay	"	10
" (Canton), Cooking,—Sha Li	"	10
Peanuts,—Fa Shang	"	10
Persimmons Large,—Hung Tze	"	8
Pine-apples, 1st quality,—Pun Ti Po Lo	each	1
" 2nd	"	1
Plantain,—Tai Chiu	lb.	3
Plums,—Swatow, Hung Lai	"	1
Pumelo, Siam,—Chim Lo Yau	each	15
" Shanghai,—Lo Kwat	"	15
Walnuts,—Hop To	lb.	15
" Green,—Sang Hop Tuo	"	1
Water Melon,—(Am.) Kom San Sai Kwa	each	1

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung-hoi Ah Chi	lb.	1
Cheek	"	1
Beans, (French), Macao,—Oh Moon Pin Tan	"	1
" (French) Shanghai,—Sheung Hai Pin	"	8
" Sprout,—Ah Ohai	"	10
" Long,—Tau Kok	"	10
Beet Root,—Hung Choi Tau	each	8
Bitter Squash,—Fu Kwa	"	8
Brinjals, Green,—Ching Yuan Kwa	"	8
" Red,—Hung Ko	"	10
Cabbage, Chinese, (common)—Kai Tsoi	"	14
Cabbage, Shanghai,—Ye Tsoi	"	14
Camp Shoots, bunch,—Kam Shun	lb.	8
Carrots,—Kam Shun	"	12
Celery, Chinese,—Tong Kan Tsoi	"	12
Chillies Dried,—Kon Lap Chiu	"	30
" Red,—Hung Fa Chiu	"	18
" Green,—Ching Lap Chiu	"	12
Curry Stuff, English,—Ka Li Chu Liu	"	10
Cucumbers,—Ching Kwa	"	8
Garlic,—Sun Tau	lb.	8
Ginger, young,—Sun Tse Keung	"	8
" old,—Lo Keung	"	6
Horse Radish, Shanghai,—Lik Kan	"	15
Indian Corn,—Suk Mai	each	5
Lettuce,—Yeung Shang Tsoi	"	1
Water Chestnuts,—Ma Tai	lb.	8
" Mandarin,—Kwai Lam Ma Tai	"	8
Mushrooms, Fresh,—Shang Oho Ko	"	35
Musk Melon, Amer.—Kam-san Hong Kwa	each	1
Okros	lb.	12
Onions Bombay,—Yeung Chong Tau	"	8
" Green,—Shang Chong	"	6
" Shanghai,—Sheung-hoi Chong Tau	"	6
Parsley,—Kun Tsi	lb.	8
Green Peas,—Ching Tan	"	3
Potatoes, Sweet,—Fan Shu	"	3
" Shanghai,—Sheung-hoi Shu Tse	"	3
" Japan,—Yut Pan Shu Tse	"	3
" American,—Fa Ki Shu Tse	"	8
" Foochow,—Fook-chow Shu Tse	"	3
Pumpkin,—Tong Kwa	"	3
Radish,—Hung Lo Pak Tse	"	5
Rhubarb (Fresh)—Tai Wong	"	12
Sage,—Tse So	"	8
Shallots,—Kon Chung Tau	"	8
Spinach,—Yin Tsoi	"	5
Tomatoes,—Fan Ke	"	8
Taro,—Wu Tan	"	6
Turnips Punt, (Long)—Lo Pak	"	5
" English,—Yeung Lo Pak	"	4
Vegetable Marrow,—Chit nwa	"	1
" (American)—Kam-san Chit nwa	"	1
Water Cress,—Sai Yeung Tsoi	"	15
" Lily root,—Lin Ng u	"	6
Yams,—Ta Shu	"	6
" English,—Yeung Kan Choi	"	1
" Tau	"	1

The above prices are in accordance with the Government list
of maximum charges fixed by Proclamation as revised up to the
30th ult. The Proclamation also contained the following schedule
of maximum retail prices:—

- Flour:—

DIARY OF WAR.

COUNTRIES AT WAR.

Germany against	Britain.
"	Russia.
"	France.
"	Belgium.
Austria against	Servia.
"	Russia.
"	Britain.
"	France.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

Events that Brought it About.

1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.

1885.—Austria-Hungary saves Serbia from destruction by Bulgaria.

1906.—Tariff war between Austria-Hungary and Servia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Servia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

July 23.—Austro-Hungarian Note delivered to Servia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpectedly severe. Semi-official *Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Servia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

Since Fighting Began.

July 27.—Servian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Austria declares war on Servia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Proskien; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans invade France near Cirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—Severe fighting on River Drin between Servians and Austrians. Patriotic scenes outside Buckingham Palace.

declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilbourg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector General of British Forces. Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion sinks German mine-layer Koenig in Looze and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are hors de combat.

August 8.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Hasselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Cirey.

August 16.—Japan sends ultimatum to Germany demanding that Kiaochow be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23.

August 17.—Officially announced that British Expeditionary Force safely lands on French soil.

August 18.—Belgian Royal Family and Government move to Brussels.

August 20.—Germans occupy Brussels.

August 22.—Germans impose war levies of £2,000,000 and £8,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Servians rout Austrians along the Drina.

August 23.—Japan declares war on Germany.

August 25.—Italian Premier announces that Italy will not abandon neutrality. Heavy fighting in Belgium between Allied Forces and Germany; enormous losses; British casualties total 2,000. British and French forces fall back on covering positions; Germans unable to carry out counter-attack. Four Namur forts still intact. Germans bombard Malines, but Belgians retaliate and drive them towards Vilvorde.

August 26.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Koenigsberg. Russian advance in East Prussia continues. Togoland surrenders to British.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland. Russians secure victory at Romanoff and approach within 20 miles of Lemberg, capturing 4,000 prisoners. Announced that Russians completely invest Koenigsberg. Belgians rout a German Army Corps, which withdraws in disorder to Louvain.

August 29.—German troops being withdrawn from Belgium, owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand.

August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Laon, towards Mezieres.

Sept. 1.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns.

Sept. 2.—List of British casualties published. Officers killed, 26; wounded, 1,000; missing, 1,000.

Sept. 3.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns.

Sept. 4.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns.

Sept. 5.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns.

Sept. 6.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns.

Sept. 7.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns.

629; missing, 4,183. Russians sustain reverses in local engagements in East Prussia but defeat three Austrian Army Corps near Lemberg, capturing 150 guns and inflicting enormous losses on enemy. Japanese occupy seven Islands of Kiaochow, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Hailic. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 280,000.

September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners. Announced that Britain, France and Russia mutually engage not to conclude peace separately during the war.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated.

September 8.—Russians capture Mikolajoff and Rawaraska, and convert Galicia into Russian Province. British casualties to date: Officers: killed, 63; wounded, 182; missing, 230. Men: killed, 212; wounded, 1,061; missing, 13,413.

Germans retire before British and cross the Marne. September 10.—Forces of 60,000 Germans hurrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.12 miles. British squadrons make a complete sweep of the North Sea; no German ship seen.

Sept. 12.—Whole German right wing falling back in disorder, Allies pursuing them; German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy. Australian Squadron occupies Herbarshöhe, German New Guinea. French troops occupy Soissons and Luneville. German left wing retreating.

Sept. 13.—Announced that Allies' victory becoming more and more complete everywhere. Germans evacuate Nancy region after a ten days' attack; casualties, 20,000 men at Nancy and 11,000 men at Luneville.

Sept. 14.—Germans evacuate Amiens and give way at Revinay and Brabant-le-roi. Crown Prince's Army driven back. French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Lawaraska, and occupy Czernovitz. Servians defeat 90,000 Austrians at the angle of the River Drina and Save. Announced that German cruiser Hela was sunk by hostile submarine.

Sept. 16.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

Sept. 17.—Germans halt in their retreat and take up entrenched positions; Battle of the Aisne begins. Austrian armies evacuating Galicia, in a state of complete rout. Announced that Government of India bears cost of Indian Expeditionary Forces.

Sept. 18, 19 and 20.—Battle of the Aisne continues, German counter-attacks failing. Germans fire on Rheims Cathedral, setting historic building on fire.

Sept. 22.—H.M. ships Aboukir, Ouessay and Hogue sunk by German submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

Sept. 23 to 26.—The great battle continues; German counter-attacks being everywhere repulsed. Land fighting begins around Tientsin.

Sept. 27.—Capital of the Cameroons surrenders unconditionally to British Force.

Sept. 28 and 29.—Battle of the Aisne continues; Allies beat back severe attacks by the enemy.

Sept. 30.—Big battle continues in favour of Allies, who make progress all along the line.

Germans bombard Antwerp, but are repulsed. Russians continue to progress and are reported halting way to Buda Pest.

Oct. 1.—Announced that H.M.S. Cumberland has captured nine German liners and one gunboat in Casco Bay. Allies' position in France reported entirely satisfactory.

Oct. 2.—Germans vigorously bombard Antwerp. British Admiralty announces adoption of mine-laying policy as a counter-measure to German activity.

Oct. 3.—French President and Ministers start on visit to congratulate armies in the field. The Czar leaves for the front. Big battle continues in France, Crown Prince's Army being repulsed near Yverdon.

Oct. 4.—Germans make night attack at Tientsin, but are defeated, losing 47 killed. In the big battle Allies twice destroy enemy's lines of communications. Russians defeat and pursue Germans.

Oct. 7.—Bombardment of Antwerp continues, German commander warning populace. Belgian Government removes to Ostend. German officer Cormoran and two gunboats sunk in Kiaochow Bay. Big battle still proceeding, fighting becoming increasingly violent.

Oct. 11.—Fall of Antwerp announced. Allies still progress all along the line. Germans drop 20 bombs on Paris.

Oct. 12.—German aviators drop six more bombs on Paris.

Oct. 13.—Commando under

Colonel Maritz revolts in the Cape Province, having concluded an agreement with Germans. Belgian Government removes to Havre, in France. Allies resume offensive; "real progress" reported.

Oct. 14.—Announced that Russian cruisers sink two German submarines in the Baltic. Canadian contingent arrives at Plymouth. H.M.S. Yarmouth sinks the Markomannia and captures the Pontoporus (Emden's supply ship) off Sumatra.

Oct. 15.—Allies make further progress, occupying a line from Ypres to the sea. H.M.S. Hawke sunk by submarine in the North Sea.

Oct. 16.—Four German destroyers sunk off the Dutch coast.

Oct. 17, 18 and 19.—Further advances of Allies reported, notably on the Left Wing. French cruiser Waldeck Rousseau sinks Austrian cruiser off Dalmatian coast.

Oct. 20.—Japanese occupy Marshall, Marianne and Caroline Islands.

Oct. 21.—Announced that the Emden sinks five more British vessels and captures another. British warships do great work off the Belgian coast, shelling the enemy's trenches and wrecking six batteries. Germans who had advanced on Warsaw compelled to retreat, Russians pursuing them. British naval flotilla continues to bombard German flank.

Oct. 23.—Severe fighting on the Left Wing, the Allies continuing to make progress. Steamer Crefeld arrives at Las

Palmas with the crews of 13 steamers sunk by the German cruiser Karlsruhe, mostly in the Atlantic.

Oct. 24.—British destroyer Biddger sinks German submarine off Dutch coast. Announced that there are nine German cruisers on the high seas, and that 70 warships of the Allies are searching for them.

Oct. 25 to 28.—Allies continue to progress on the Left Wing, and Russians advance to Lowicz and Lodz, driving the Germans before them. French drive enemy over frontier east of Nancy.

Oct. 23.—Five men sentenced to death in connection with the assassination of Prince Franz Ferdinand, and others sent into penal servitude.

Oct. 29.—Russians break resistance of last units of the enemy north of the Pilica, and the whole Austro-German Army retreats.

Oct. 30.—Reported that the Emden enters Penang harbour and sinks the Russian cruiser Jemchug and a French destroyer. Turkish warships enter open port of Odessa and bombard Russian ships, Turkish cruiser bombards Theodosia, in the Crimea.

Oct. 31.—Germans attempt general offensive movement from Nieupoort to Arras, but Allies still advance. Enemy reported to be withdrawing from Dixmude. Russians still advance in Poland and East Prussia.

Nov. 1.—British cruiser Hermes sunk by submarine in the Straits of Dover. British, French and Russian Ambassadors in Constantinople request passports.

Most of the German forts at Tientsin silenced by Japanese and British bombardment.

British and French Ambassadors leave Constantinople. Announced that 2,000 armed Bedouins have penetrated Egyptian territory. Germans continue violent attacks in Belgium and France, but are everywhere repulsed. British Government to shortly issue war loan of £200,000,000. Turkey apologises to Russia, but endeavours to throw the responsibility on the latter.

Nov. 3.—H.M.S. Minerva bombards Akaba, which is evacuated. Trilling story from British Headquarters issued showing how a large body of British troops was transferred from the Aisne to the battle on the north coast, and how in subsequent fighting the enemy suffered terribly from our offensive. Submarine D5 sunk in skirmish with retreating German squadron in North Sea. Germans abandon left bank of the Yser below Dixmude. Anglo-French Squadron bombards the Dardanelles.

Nov. 4.—German cruiser Yorck strikes chain of mines blocking entrance to Jahde Bay and sinks.

Nov. 5.—War between Britain and Turkey declared. Annexation of Cyprus announced.

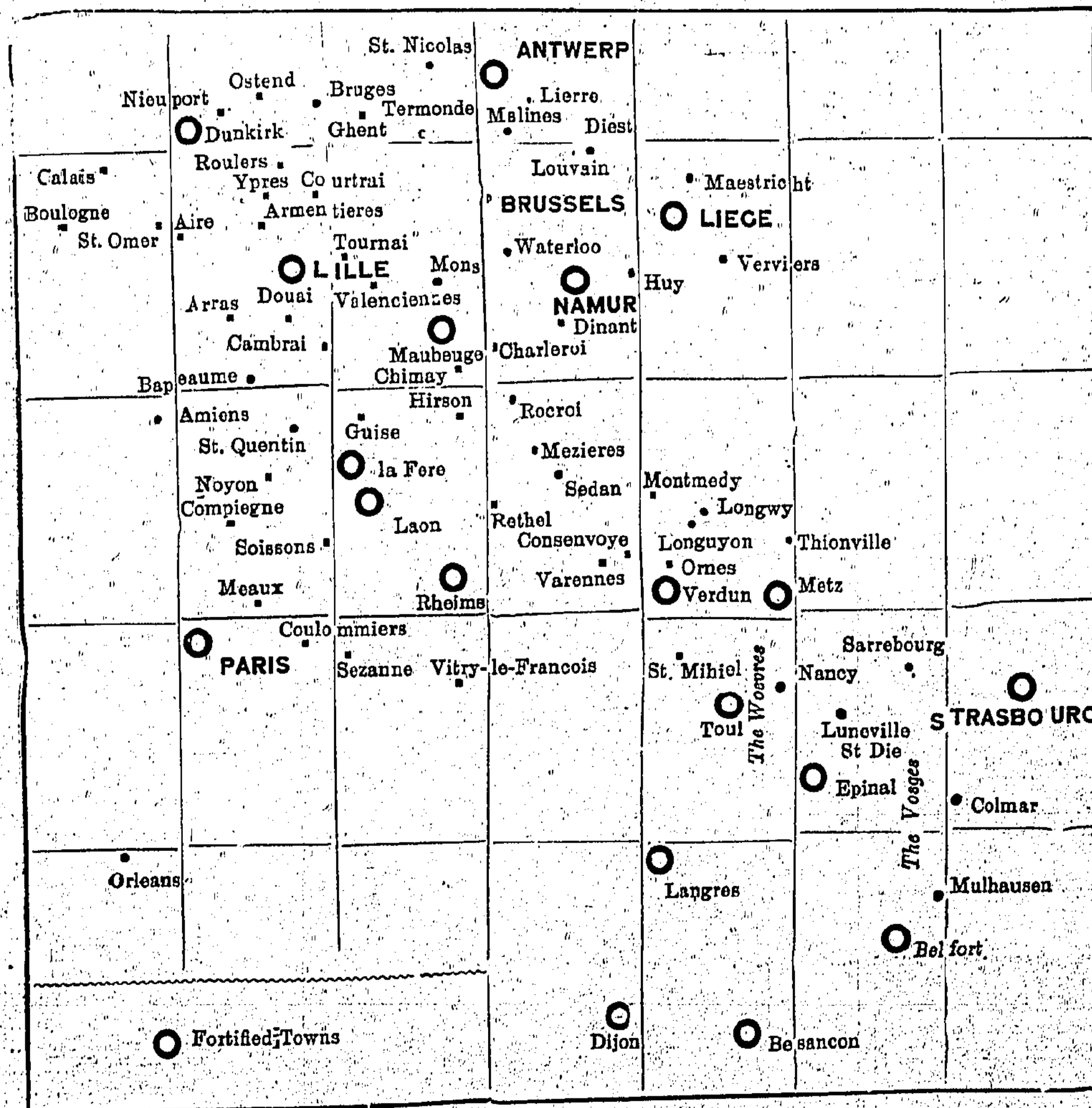
Nov. 6.—Austrians retreating along whole front before Russians. France declares war with Turkey.

Nov. 7.—Fall of Tientsin announced. Russians continue triumphant march, capturing many prisoners and guns. Allies still make progress.

THE WAR.

Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that the Germans have continued their plans of severe counter-attacks on the Left and in the centre, but have everywhere failed.

EXCHANGE.

008 and meals with Wines & I

NAVAL DUEL.

British Victory in an Equal Contest.

The *Times*' naval correspondent writes:—

In the first fair and square action between two otherwise equally matched vessels British skill and British courage have prevailed. One crew of the enemy's commerce raiders has met a similar fate to that which the *Hagley* three weeks before sent her sister the *Kaiser Wilhelm der Grosse*.

Whether the German ship was the *Cap Trafalgar* or the *Berlin* is not a matter of moment. The two vessels were of about the same tonnage, speed, and armament, and in these respects quite the equal of their British antagonist. The *Carmania*, which was commissioned by Captain Noel Grant on August 4, is the oldest vessel of the trio. The *Cap Trafalgar* was a brand new vessel belonging to the Hamburg-Süd-America Line, while the *Berlin* is a slightly older and smaller vessel of the Norddeutscher Lloyd Company. This news will be very welcome in the City, for the presence of those vessels on or about the trade route to South America was a menace which could not be disregarded. Commander James Barr, R.N.R., who was in charge of the *Carmania* before she was armed, was acting as second in command. Lieutenant E. L. B. Lockyer was her gunnery lieutenant, and many of her officers of the Mercantile Marine appear to have been still on board at the time of the fight.

This is the first duel of the war, and it seems to have been fought quite in the gallant style of the frigate actions of the old times. Victory was achieved by the skillful handling of his vessel by Captain Grant and the good marksmanship of his gunners. The two ships must have presented huge targets to each other, yet the *Carmania* appears to have come off comparatively unscathed and with a small proportion of casualties. Such a success is worth much, for it is good augury of the end to which other German commerce raiders are approaching.

The little *Pegasus*, of about 2,000 tons and carrying eight guns, was, in Zanzibar Harbour being overhauled when the *Königsberg*, of 3,400 tons and 10 4in. guns throwing heavier metal, appeared and opened fire. The newer guns of the German cruiser out-ranged those of the British vessel, and she was completely disabled, losing a large proportion of her crew.

The *Pegasus*, although she has rendered useful service before the war began, and has herself sunk a German gunboat, was quite an old vessel. She belonged to the *Beckton* class, in which, it will be remembered, Mr. Rudyard Kipling made the cruise described in "The Fleet in Being." The vessels of this class have been regarded as obsolete for some time past and only fit for peace duties. The *Dauntless*, a gunboat, built at Govan in 1898, has a displacement of 701 tons and a speed of 13.5 knots. She is armed with

WHAT SHANGHAI GERMANS ARE DOING.

Latest Teutonic Intrigue.

Washington, Sept. 30. If neutrality of comment entails the preservation of a straight face as well as a closed mouth Washington to-day is heedless of the President's appeal. The cause of its amusement is a story published in the *New York Sun* exposing the latest Teutonic intrigue to make bad blood against us.

Yesterday, it seems, the *Sun* correspondent at Washington learnt from a source the nature of which called for "careful inquiry" that impeccable advice had reached Washington of a Anglo-Japanese agreement highly derogatory to the position of the United States in the Far East. Japan was to lend us troops for "policing" India. In return we were to give Japan a free hand in China, to treat her subjects in all parts of the Empire on equal terms with Caucasians, and to make her a large loan. Various pieces of evidence were adduced to support the legend.

The correspondent hurried to the British Embassy. "Did they know anything about it?" "Yes, they did. They had been warned some 10 days ago by the Foreign Office that just such a theory had been concocted by a group of Germans in Shanghai and was on its way to presentation before the American public." The correspondent then went to the State Department, where his information elicited equally little sympathy. The only quarters in which he received even the encouragement of a diplomatic silence was the German Embassy.

Max Linder's death—A Denial. Oct. 1.—Max Linder, the famous cinema actor, was yesterday reported from Berlin to have been killed in the battle on the Aisne, but later messages from Amsterdam deny the report.

two 4in. and four 3in. and 10 machine guns.

Our correspondent at Buenos Aires reported that the *Cap Trafalgar* arrived there on August 6 with "extra guns," which were being transferred by night to other German ships in port. It was assumed that the liner was herself well armed, although she had left Germany many days before war was declared. Her departure on August 22 for an "unknown destination" caused comparatively high rates of insurance to be paid on a number of British steamers which had left the Plate for this country shortly before the German vessel put to sea again. The *Berlin* is described as a vessel of somewhat similar size and speed. She was one of the largest vessels in the Norddeutscher Lloyd fleet.

SILIMPOPO COAL BUNKERS

SANDAKAN & SEBATTIK (British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.

3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the Public for inclusion in their ships' papers any but bona fide consignees' letters which should be left open for inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide consignees' letters posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, on any where en route to Hongkong.

7. The above regulations will not affect the licensed, private letter boxes carried between Hongkong & Canton by the vessels belonging to or managed by the Hongkong Canton & Macao Steamboat Company.

UNTIL FURTHER NOTICE THE NAMES OF THE VESSELS BY WHICH MAILS ARE FORWARDED WILL NOT BE ADVERTISED IN THE MAIL NOTICES.

CORRESPONDENCE (INCLUDING PARCELS) IS BEING DESPATCHED AS OPPORTUNITY OFFERS; BUT ALL SERVICES ARE IRREGULAR AND UNCERTAIN AND ALL CORRESPONDENCE IS LIABLE TO DELAY.

THE PARCEL POST SERVICE TO FRANCE IS SUSPENDED UNTIL FURTHER NOTICE.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL LOST PACKETS WHICH IN THE CUSTODY OF THE POST OFFICE THIS POSTMASTER GENERAL CANNOT GIVE COMPENSATION FOR ANY LOSS OR DAMAGE WHICH MAY BE DUE TO THE ACT OF THE KING'S ENEMIES. UNTIL FURTHER NOTICE NO LETTERS, BOXES, OR PARCELS FOR BELGIUM, BRAZIL, DRETE, OR MONTENEGRO AND NO LETTERS, BOXES OR PARCELS FOR AUSTRIA, GERMANY, ITALY, ALGERIA, TUNIS, SWITZERLAND AND (LYBIA) TRIPOLI.

THE PARCEL POST AND INSURED LETTER SYSTEM TO BRAZIL IS SUSPENDED.

THE PARCEL POST SERVICE TO THE UNITED KINGDOM IS IN FULL WORKING ORDER IN BOTH DIRECTIONS BY THE LONG SEA ROUTE.

THE PARCEL POST SERVICE TO EGYPT AND CERTAIN COUNTRIES MENTIONED SERVED BY EGYPT IS RESUMED FOR ORDINARY PARCELS ONLY. CREDIT, CYPRUS, GREECE, SYRIA, CANARY ISLANDS, ALGERIA, TUNIS, SWITZERLAND AND (LYBIA) TRIPOLI.

A late mail for Swatow Amoy & Foochow will in future be closed or left Douglas steamers 30 minutes before each steamer sails. Ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G. P. O. in the lane-off Des Voeux Road.

War risks are not covered by postal registration or insurance.

The services to Germany, Austria, and Tientsin are suspended.

The New Year Parcel Mail will be closed at 5 p.m. on Thursday, the 19th inst.

Insured Parcels will only be accepted for the United Kingdom.

CHRISTMAS MAIL.

The Public are informed that the Christmas Mail to the United Kingdom and countries beyond will be closed at the Post Office at 10.30 a.m. on the 20th inst. via Suez and is due to reach London on the 25th inst. Correspondence intended for this route must be so superimposed.

Mails to United Kingdom despatched via Siberia take about a month to reach their destination. The Christmas Mail by this route will leave about the same date.

Further particulars will be published later.

MAILS CLOSE TO-MORROW.

Holchow, Pakhoi & Halphong ... 12th inst. 9 a.m.

Shanghai and North China (Europe via Siberia) ... 12th inst. 2 p.m.

(Tientsin-Pukow Service Shanghai Br) P. O. at 5 p.m. Monday the 16th inst. Straits, Burmah, India via Calcutta ... 12th Nov. 3 p.m. Shanghai & N. China ... 12th Nov. 3 p.m.

FRIDAY, 13th Nov.

Sandakan ... 13th Nov. 11 a.m.

SATURDAY, 14th Nov.

Australia, Tasmania, New Zealand via Port Darwin & New Guinea via Thursday Is. ... 14th Nov. 11 a.m.

Philippine Is. ... 14th Nov. 2 p.m.

Amoy & Foochow ... 14th Nov. 2 p.m.

Swatow & Bangkok ... 14th inst. 4 p.m.

Shanghai & North China (Europe via Siberia) ... 14th Nov. 4 p.m.

(Tientsin-Pukow Service Shanghai Br) P. O. 8.30 p.m. Thursday, 19th Nov.

SHIPPING NEWS.

ARRIVED.

Boyarin, Rus. s.s. 955, G. Baiding, 10th inst.—Shanghai, 6th inst. Coal—M. B. E.

Tombor, Rus. s.s. 2,317, Alestet, 11th inst. Nagasaki, 5th ult. Gen.—R. V. F.

Phenius, Ur. s.s. 4,777, W. R. Bailey, 10th inst.—Shanghai, Gen.—B. & S.

Haitan, Br. s.s. 1,183, J. W. Evans, 11th inst.—Swatow, 10th inst. Gen.—D. L. & Co.

Daijin Maru, Jap. s.s. 900, K. Murakami, 11th inst.—Swatow, 10th inst. Eundries—O. S. K.

Hakata Maru, Jap. s.s. 3,870, N. Kawashima, 11th inst.—Moj, 5th inst. Gen.—N. Y. K.

Hazel Dollar, Br. s.s. 3,833, M. Ridley, 11th inst.—Manila, 8th inst. Gen.—R. D. & Co.

C. Hidar, Norw. s.s. 1,102, H. Nielsen, 11th inst.—Swatow, 10th inst. Rice—T. & Co.

Hopansing, Br. s.s. 1,389, Robertson, 11th inst.—Hobow, 10th inst. Gen. & Rice—J. M. & Co.

SUNDAY, 15th Nov.

Swatow ... 15th Nov. 9 a.m.

TUESDAY 17th Nov.

Canton, Shanghai, North China, Japan, via Moji, Victoria, B. C., Seattle & United Kingdom via Canada ... 17th Nov. 11 a.m.

(Tientsin-Pukow Service Shanghai Br) P. O. 11.30 a.m. Monday, 23rd November.

Shanghai, North China, Japan, via Moji, Victoria, B. C., Seattle & United Kingdom via Canada ... 17th Oct. 11 a.m.

Swatow, Amoy and Foochow ... 17th Nov. 1 a.m.

Philippine Is. ... 17th inst. 3 p.m.

WEDNESDAY, 18th Nov.

Straits, Ceylon & Europe 18th Nov. 9 a.m.

THURSDAY, 19th Nov.

Wei Hai Wei & Tientsin ... 19th Nov. 11 a.m.

FRIDAY, 20th Nov.

Philippine Is., Australia, Tasmania, New Zealand and New Guinea via Thursday Is. 20th Nov. 11 a.m.

SATURDAY, 21st Nov.

Amoy & Foochow ... 21st inst. 2 p.m.

TUESDAY, 24th Nov.

Philippine Is. ... 24th Nov. 3 p.m.

THURSDAY, 8th Dec.

Philippine Islands, Australia, Tasmania, New Zealand and New Guinea via Thursday Is. ... 8th Dec. 11 a.m.

WATER RETURN.

Level and Storage of water in Reservoirs on the 1st Nov., 1914. CITY AND HILL DISTRICT WATER WORKS LEVEL.

Tytan	1913	1914	1915
1913	1914	1915	1916
1917	1918	1919	1920
1921	1922	1923	1924
1925	1926	1927	1928
1929	1930	1931	1932
1933	1934	1935	1936
1937	1938	1939	1940
1941	1942	1943	1944
1945	1946	1947	1948
1949	1950	1951	1952
1953	1954	1955	1956
1957	1958	1959	1960
1961	1962	1963	1964
1965	1966	1967	1968
1969	1970	1971	1972
1973	1974	1975	1976
1977	1978	1979	1980
1981	1982	1983	1984
1985	1986	1987	1988
1989	1990	1991	1992
1993	1994	1995	1996
1997	1998	1999	2000

Consumption of water in the City and Hill District in millions of gallons during the month of Oct., 1914.

Consumption ... 1913 ... 1914 ... 1915 ... 1916 ... 1917 ... 1918 ... 1919 ... 1920 ... 1921 ... 1922 ... 1923 ... 1924 ... 1925 ... 1926 ... 1927 ... 1928 ... 1929 ... 1930 ... 1931 ... 1932 ... 1933 ... 1934 ... 1935 ... 1936 ... 1937 ... 1938 ... 1939 ... 1940 ... 1941 ... 1942 ... 1943 ... 1944 ... 1945 ... 1946 ... 1947 ... 1948 ... 1949 ... 1950 ... 1951 ... 1952 ... 1953 ... 1954 ... 1955 ... 1956 ... 1957 ... 1958 ... 1959 ... 1960 ... 1961 ... 1962 ... 1963 ... 1964 ... 1965 ... 1966 ... 1967 ... 1968 ... 1969 ... 1970 ... 1971 ... 1972 ... 1973 ... 1974 ... 1975 ... 1976 ... 1977 ... 1978 ... 1979 ... 1980 ... 1981 ... 1982 ... 1983 ... 1984 ... 1985 ... 1986 ... 1987 ... 1988 ... 1989 ... 1990 ... 1991 ... 1992 ... 1993 ... 1994 ... 1995 ... 1996 ... 1997 ... 1998 ... 1999 ... 2000

Constant supply in all districts during the month of Oct. in both years 1913 and 1914.

KOWLOON WATER WORKS LEVEL.

Kowloon Gravel ... 1913 ... 1914 ... 1915 ... 1916 ... 1917 ... 1918 ... 1919 ... 1920 ... 1921 ... 1922 ... 1923 ... 1924 ... 1925 ... 1926 ... 1927 ... 1928 ... 1929 ... 1930 ... 1931 ... 1932 ... 1933 ... 1934 ... 1935 ... 1936 ... 1937 ... 1938 ... 1939 ... 1940 ... 1941 ... 1942 ... 1943 ... 1944 ... 1945 ... 1946 ... 1947 ... 1948 ... 1949 ... 1950 ... 1951 ... 1952 ... 1953 ... 1954 ... 1955 ... 1956 ... 1957 ... 1958 ... 1959 ... 1960 ... 1961 ... 1962 ... 1963 ... 1964 ... 1965 ... 1966 ... 1967 ... 1968 ... 1969 ... 1970 ... 1971 ... 1972 ... 1973 ... 1974 ... 1975 ... 1976 ... 1977 ... 1978 ... 1979 ... 1980 ... 1981 ... 1982 ... 1983 ... 1984 ... 1985 ... 1986 ... 1987 ... 1988 ... 1989 ... 1990 ... 1991 ... 1992 ... 1993 ... 1994 ... 1995 ... 1996 ... 1997 ... 1998 ... 1999 ... 2000

Consumption of water in Kowloon in millions of gallons during the month of Oct., 1914.

Consumption ... 1913 ... 1914 ... 1915 ... 1916 ... 1917 ... 1918 ... 1919 ... 1920 ... 1921 ... 1922 ... 1923 ... 1924 ... 1925 ... 1926 ... 1927 ... 1928 ... 1929 ... 1930 ... 1931 ... 1932 ... 1933 ... 1934 ... 1935 ... 1936 ... 1937 ... 1938 ... 1939 ... 1940 ... 1941 ... 1942 ... 1943 ... 1944 ... 1945 ... 1946 ... 1947 ... 1948 ... 1949 ... 1950 ... 1951 ... 1952 ... 1953 ... 1954 ... 1955 ... 1956 ... 1957 ... 1958 ... 1959 ... 1960 ... 1961 ... 1962 ... 1963 ... 1964 ... 1965 ... 1966 ... 1967 ... 1968 ... 1969 ... 1970 ... 1971 ... 1972 ... 1973 ... 1974 ... 1975 ... 1976 ... 1977 ... 1978 ... 1979 ... 1980 ... 1981 ... 1982 ... 1983 ... 1984 ... 1985 ... 1986 ... 1987 ... 1988 ... 1989 ... 1990 ... 1991 ... 1992 ... 1993 ... 1994 ... 1995 ... 1996 ... 1997 ... 1998 ... 1999 ... 2000

The Government Analyst's reports show that the water is of excellent quality.

A. F. CHURCHILL, Water Authority.

TIDE TABLE.

9th Nov., to 15th Nov., 1914.

Day	High Water	Low Water
Mon.	11.15	11.15
Tues.	10.15	10.15
Wed.	9.15	9.15
Thurs.	8.15	8.15
Fri.	7.15	7.15
Sat.	6.15	6.15
Sun.	5.15	5.15

m morning, a afternoon.

Oysters, Fresh, Fried or Stewed Findon Haddock, Kippers & Co. ALEXANDRA CAFE.

WEATHER REPORT.

On the 10th 11.45—Pressure has increased considerably upon the continent and decreased extremely quickly over Japan. An anticyclone of considerable intensity now covers China, and a shallow depression, which formed over Manchuria yesterday, has deepened and moved rapidly eastward, being situated to the east of Hokkaido this morning.

The monsoon has freshened and will blow strongly over the northern part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong and Neighbourhood	E and N.E. winds, moderate to fresh; cloudy.
2 Furmoss Channel	N.E. winds, strong.
3 South coast of China between H.K. and Lamook	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register. 10th Nov., a.m.

Station	Hour	Barometer	Temperature	Humidity	Wind	Weather
Wootok	7a	30.34	22	nne	1 b	
Nemuro	6a	29.57		n	3	
Hakodate		29.51		n	3	
Kochi		29.83		sw	1	
Kobe		30.01		nw	1	
Nagasaki		30.15		n	1	
Kagima		30.12		nsw	1	
Oshima		30.08		nne	4	
Naha		30.07		nne	4	
Ishijima		30.07		n	1	
Kousu Is.		30.06		n	1	
Chotoe		30.47	40	74 n	4 b	
Wharfed		30.42	55	93 ne	2 o	
Hankow						
Johang						
Kiukiang						
Changsha						
Shanghai		30.43	47	n	1 b	
Guilin		30.33	50	n	5 ov	
Sharp P.		30.20	67	one	4 c	
Amoy		30.13	63	79 no	4 b	
Swatow						
Taihou		30.19		o	2	
Taihu		30.04		no	2	
Tainan		30.01		no	4	
Koulin		29.99		no	9	
Paoan		29.94		no	10	
Canton		30.16	61	88 n	2 o	
H'kong		30.12	61	70 n	1 o	
Cap Rock		30.08		e	4 c	
Macao		30.09	65	nsw	2 o	
Wuchow						
Fakhoi						
Kolow						
Phuilen		30.09	70	no	3 o	
Tourane						
C. St. J.		29.88	75	o	4 b	
Apurri		29.97	71	sw	1 o	
Manila		29.93	71	no	0 b	
Legaspi		29.92	78	n	1 b	
Iloilo		29.95	83	n	1 b	
Pacolod						
Cebu		29.93	86	n	1 b	
Labuan		29.85	87	no	2 c	

T. F. Claxton, Director, Hongkong Observatory, Nov. 10.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.